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No. 106 December 2015/January 2016

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Issue 106 December/January
2015/2016

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CONTENTS

48

- | | | |
|---|--|--|
| <p>4 Back when we had hair
Nostalgic memories from times gone by</p> <p>6 Scooterama
A felicitous fanfare of facts, feedback and faces</p> <p>18 "You've got mail"
Readers express their views, ask questions and show us their pictures</p> <p>20 Christmas Gift Guide
Need that special gift?</p> <p>22 What's going on?
A look at the scooterist calendar</p> <p>26 Rallies and rideouts
A round-up of events from the UK and abroad</p> <p>36 Vespa's big three for '65
How Pontedera changed its model range 50 years ago</p> <p>38 Nige Ford's Targa Twin
A stunning Lambretta conversion</p> | <p>42 The IWL Troll 1
A scooter for the proletariat</p> <p>46 Back in the day
Crystal Palace Lambretta rally</p> <p>48 Model D Mk1
Neil Wicks' 1952 Lambretta</p> <p>52 The Laverdino
An ultra-lightweight scooter</p> <p>54 1990s Vespa S
The saga rolls on</p> <p>58 Alan Kimber and the Rallymaster
A historical mystery</p> <p>60 The ultimate find
A US Vespa GS 160 Mk1</p> <p>61 Registration changes
Adjustments to the V765 Scheme</p> <p>62 A Series 2 with a difference
Wayne Swift's Lambretta SR 172</p> | <p>66 Simon's new find
An unrestored Li 125</p> <p>68 Trials and tribulations
The Derbyshire 150</p> <p>70 An unusual SX
A tall story</p> <p>72 BSSO round-up
An exciting season's end for the scooter sportsmen</p> <p>76 Tyre fitting
A simple task?</p> <p>78 Tech Talk
Fork link replacements</p> <p>82 Scooter clubs
Meet and greet your local club</p> <p>86 Scooterist classifieds
For all your wants and needs</p> <p>90 Memorabilia corner
Dedicated Lambretta magazines</p> |
|---|--|--|

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What belongs where?

Well that's it; the clocks have been put back an hour into winter mode. The nights are drawing in and it's time to break out the warmer riding clothing.

As a magazine editor I'm somewhat spoilt (although I'm sure many of you won't see it that way) by the large amount of clothing at my disposal. The problem here is that I tend to be a bit disorganised and over the course of the year, whenever I've had a new jacket to

test during the summer months, the first thing I've always done is remove the inner lining, as they aren't always necessary. But now that winter has arrived, it's time to put them all back where they belong - in the jackets they came out of. So for me, this meant spending an evening sitting down to work out which lining belonged with which jacket - I couldn't believe how long it took me. I think I've solved the problem now, but if you see me riding and

I look a bit misshapen, that's the reason why (well, that's my excuse anyway).

On a cold winter night, you're more likely to be relaxing by the fire than riding your scooter - unless you happen to be in the garage working on your new project. Whatever your choice, I hope that this latest issue of *Classic Scooterist* will help to keep you in touch with our scene during the cold period to come.

Mau



Back when we had hair

DO YOU HAVE A NOSTALGIC STORY TO TELL, OR AN OLD PICTURE TO SHARE?

Classic Scooterist, PO Box 99, Horncastle, Lincs LN9 6LZ ✉ mauspencer@classicscooterist.com ☎ 01507 529408



FRANK ALLINSON

In the 'family and friends' picture you can just see my spray can SX in the background.

The other picture shows me on my scooter – there was a thriving business in getting hold of Stadium mirrors 'by any means' in those days.



BEDFORD WITCH HUNTERS

Here are some of the members of the old Bedford Witch Hunters SC. The picture was taken in my back yard in 1984. Left to right: Kev, Wayne, Mark, Tony – plus two 'tickets' on the back. Kev Boyce



MICK BIRCHALL

The older picture was taken in 1972 and shows me on my GP200. The second picture was taken at exactly the same place, but 43 years later.



ROD PAGE

Here are two pictures of me with my Vespa 90. One was taken in the late 1960s and the other one was taken recently with my Vespa 150 Super (first registered in August 1966). It was imported in 2008 and rebuilt and then purchased by me in 2013. I'm now reliving my youth.



DO YOU HAVE AN OLD PICTURE TO SHARE?

If so, email then email Mau at mauspencer@classicscooterist.com or send it to him at: Classic Scooterist (BWWHH), PO Box 99, Horncastle, Lincs LN9 6LZ.



ANTRIM COASTERS SC

The early picture of Antrim Coasters SC was taken during April 1985 in Antrim.

The second picture shows the same location and line-up taken 30 years later, in September 2015. Most of us have stayed in touch all these years – one guy even came over from London to be in the reunion picture. The rest of us are from Northern Ireland. Rod Gillan



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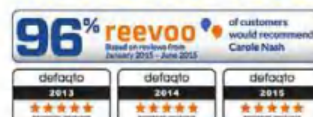
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**Piaggio
meets
Innocenti**

While on holiday in Italy, Dave Walker, of the Lincoln Knights SC, spotted these two vehicles parked in the back streets of Florence. Not wishing to miss the opportunity of finding two different iconic vehicles together – especially in matching colours – he snapped them for us. Well done Dave!

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Scooter World is run as part of the annual Carole Nash Classic Bike guide Winter Classic event

Caberg Duke Legend helmet

RRP: £179.99

Reviewer: Mau

Made in Italy, the Caberg Duke is a flip-up style helmet that comes ready-equipped to take a Pinlock system anti-fog visor. It has dual EC homologation for use as either a full face when closed, or as a jet-style helmet with the front flipped-up. The twin visor system adds an inner sun visor for use on those really bright days, or when riding into the sun. It is fitted with both a removable breath guard and chin curtain. The roof of the helmet is fitted with an adjustable ventilation system with inner channels and there's an airflow extraction system fitted to the rear. Chin ventilation is adjustable as well. A Just Speak controller is fitted with a Bluetooth kit available separately.

Out on the road the helmet feels comfortable to wear and I experienced no discomfort. Riding at speed with the helmet front locked down in position, the wind noise was no louder than I had anticipated. The front section flips up easily with just a simple push of a button; in this 'jet helmet style' position, there's an obvious increase in the amount of



**PRODUCT
REVIEW**

wind buffering suffered, which will, of course, also increase the amount of wind noise.

At this time of year, the sun (when there is any) is quite low in the sky – and that's when the tinted inner visor comes in very useful – and I wouldn't be without one. Turning the corner into the Classic Scooterist car park one morning, I found myself heading straight into the low-in-the-sky rising sun – quick flip down of the tinted visor – problem solved.

The helmet comes in a range of sizes from XS through to XL in a variety of styles. The style I have is called the Duke Legend Italia but there is a wide range of other variations available to suit individual needs.

Info: www.cabergcares.co.uk

PIAGGIO'S NEW CORPORATE IDENTITY UPGRADE BEGINS

Downend Bikes and Scooters, based in Bristol, has become the first Piaggio dealership to get the new look treatment. The refurbishment includes features such as new furniture plus Piaggio/Vespa-branded wall hangings. Next on the rebrand list will be the renamed Liverpool Piaggio.

Joke of the month

At the Rugby World Cup, the New Zealand team sprung a surprise by fielding a team full of Mods. The All-Blacks stunned their opponents, Argentina, before the game, by performing – wait for it – 'The Parka!'

[You can blame Jim Trewin for sending in that one – we'll get your coat for you Jim!]

Scooter Accident Essentials

Advertisement

THE SEVEN THINGS YOU MUST KNOW ABOUT SCOOTER ACCIDENTS...

The rules on making an injury claim changed on 1st April 2013 but there are still insurers and claims companies ripping off innocent accident victims. As a scooter accident solicitor for 25 years here is my essential scooter accident survival guide you cannot live without should the worst happen.

1

Do not ring your insurer....first!

Insurers only owe a duty to their shareholders to make profit. They know all about accident claims and will spot any opportunity to make money out of your case and this may be against your interests. Get even by calling an expert accident lawyer first for advice.

2

Never ring a claims company!

Claims companies only make money by either illegally selling your details to a solicitor or by taking money from your case. They cannot take your case to court as only a solicitor or legal practice can do that. If you call a claims company you are just giving away your money from your case for nothing.

3

No win no fee is good for you

Despite the press saying differently no win no fee means you will not face a legal bill if you lose and if you win you will only have to contribute up to 25% of your winnings towards your costs. This is a great system as your lawyer and not you is taking all the financial risk.

4

Do not feel bad about claiming

Insurance companies skillfully put out stories of fraudulent cases to make everyone feel bad about claiming. They do this to reduce the amount of claims and make more money for their shareholders. Don't be duped. If you have been injured it is your right to be compensated.

5

Pick your own solicitor.

Insurers insist upon you using their "panel" of solicitors. Why? Well most have a financial arrangement with them and chose them not because they are good but because they pay. They cannot insist on you using them so don't let it happen. Get your own lawyer who only has a duty to you not shareholders.

6

Think it's your fault...think again.

I have lost count of scooterists who have not claimed because they assume the accident was their fault as they were filtering, overtaking or riding in a group. Always check it out by getting advice from an expert. A call to me costs nothing and I am happy to talk it through even if it is just to put your mind at rest. Call me before giving up.

7

The three year rule.

When injured you must normally issue court proceedings within 3 years from the date of your accident or before your 21st Birthday if you had the accident when under 18. There are limited ways around this but it is always best to act quickly especially because if the police attended their vital report will be destroyed after 12 months. **Act now!**

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Info: www.ve-uk.com

£1000 raised for kids disability team



The Double Diamond SC, based in Princes Risborough, Buckinghamshire, presented a cheque for £1000 to Risborough Rangers Junior FC (RRJFC) Pan-disability team at the Kop Hill Climb event in September.

"At our annual weekend charity event we wanted to raise money for a local good cause and the recently-formed RRJFC disability team of boys and girls was unanimously chosen by our members," said chairman Frank Smith.

Double Diamond SC was formed in 2011 around a group of like-minded people with a passionate interest in vintage Lambretta and Vespa scooters. Its annual mini-festival, held in Towersey, Oxfordshire, is focused on raising money for good causes and provides a great atmosphere with on site camping, music, food etc. The sum raised is a measure of the generosity of the scooter world.

"This team of boys and girls aged 7-11 captured the imagination of our members and we're looking forward to our continued support throughout the year, in seeing the opportunity to play football being made available to as many children as possible who have hitherto not been involved in football because of a physical or learning disability," said vice-chairman Darren Saunders.

On hand to accept the cheque was the team's patron, BBC Sport presenter Mike Bushell, with team

members and their families, team coaches and RRJFC chairman Andrew Quigley.

"We're very grateful to Double Diamond SC for this magnificent sum that will benefit the Pan-disability team and its future development. With their agreement, we are initially purchasing rain jackets for the team, which will be particularly beneficial in the winter," said team coach and manager Andy Forkgen.

'Pan-disability' in footballing terms refers to individuals with different disabilities, all participating together. Unfortunately, it doesn't include those who are blind or in a wheelchair. It's those players who aren't able, in the most part, to actively engage in able-bodied football.

Most participants may, for example, have learning difficulties, be on the autistic spectrum, some hearing or sight impairment, Down's or Tourette's syndrome, dwarfism (restricted growth condition). They may be an amputee with or without a prosthesis, as well as other impairments that impact on their sporting performance.

The RRJFC Pan-disability team for boys and girls aged 7-11 trains every Saturday from 9.15am to 10.30am at the Indoor Sports Hall, The Community Centre, Stratton Road, Princes Risborough, Bucks HP27 9AX. New players are invited to come along for a free 'taster' session.

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Info: www.nippynormans.com

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Info: www.beedspeed.com/01472 722222



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Info: www.oxprod.com
01993 862300



The intricate detail is amazing



Mark Swinge's 'Start Me Up'

Pageant Paintwork

DEALER SPOTLIGHT

There are very few airbrush artists who can produce work that makes you look to see if it's a painting or a photograph but when Nick Prince unveiled his 'TT Legends of Man' Series 2 scooter at the Lincoln Scooter Rally earlier this year, the custom paintwork was amazing. The creator of that work (and many more trophy-winning pieces of art on scooters) is a quietly-spoken man called Ty Lawer.

After realising his hobby and passion for art was more than what it seemed, Ty decided to start his own business in 1986,

producing artwork on motorcycle petrol tanks for custom bikes, hand-painting at first, but he progressed to the airbrush and found a remarkable skill for the medium. In the early days Ty used a lorry tyre tube for the air pressure on the airbrush (imagine sitting beside a large inner tube trying to paint a detailed piece of artwork – incredible!).

Although Ty understood that bikes was a major part of his business, he soon realised that scooters gave him the time to be a little more adventurous, with larger panelwork to cover and more pieces on display.

To this day Ty still enjoys producing flames on tanks, but embarking on a piece of work like Mark Swinge's 'Start Me Up' tribute to the Rolling Stones proved to be something very special. Another one of Ty's creations surfaced a few years back at the 2012 Whitby custom show, where Paul Muirhead showed his Lambretta chopper 'Dead Man's Shoes' (a reference to director Shane Meadows).

Most readers will appreciate the time and effort that's put into each of these artistic masterpieces, but just how much might shock you. The 'TT



Nick Prince's TT Legends

Legends of Man' has over 50 portraits all researched and placed individually on its panels, some under the mudguard, on the splash plate and even inside the sidepanels. With around 200 hours of preparation and 300 hours of painting, Ty is into these commissions for the long haul and is producing possibly the best airbrush artwork out there.

Pageant Paintwork can be found at Snetterton Airfield Industrial Estate, Chalk Lane, Snetterton, Norfolk NR16 2JZ.
Info: info@pageantpaintwork.com
07778 502473/
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REVIEW



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The Spada Camo collection is of a heavy duty nylon construction with what is claimed to be a 100% waterproof and breathable membrane. It has CE approved protectors, multiple arm adjusters and functional venting systems. Both jacket and trousers have full and short zip facilities. The jacket is available in sizes S to XXXXL; and the trousers in sizes S to XXXL.

Info: www.SpadaClothing.co.uk



Polini carbs

£ ask

The Polini CP range of carburetors is now available in 19, 21, 23, and 24mm versions with pull-up choke assembly from VE (UK). These carburetors have a simplified setup procedure with the air flow, main and idle jets, to achieve the best possible performance with lower fuel consumption.

Info: www.ve-uk.com



Although The Bodysnatchers were recognised as playing a significant role in the two-tone revival period, unlike other ska bands of the time, they never released an album, so their two singles Let's Do Rocksteady/Ruder Than You and Easy Life/Too Experienced on the 2 Tone record label remain their only commercial releases. Now Cherry Red Records has officially released 'the lost 2 Tone album'.

Lead vocalist Rhoda Dakar has assembled an all-star cast to record (in effect) the band's debut album. The Specials' Lynval Golding and Sir Horace Gentleman appear on the album, as well as members from Pama International, The Sidewalk Doctors and Intensified. Most of The Bodysnatchers' album songs have only ever been heard live, on ultra-rare bootleg live cassettes, or their two John Peel sessions. This album is the only alternative way to hear these 'lost' songs.

The album kicks-off with the familiar Easy Life, which doesn't waver much from the original; in fact, none of the songs do. It's almost as if Rhoda was trying to recreate the sound of The Bodysnatchers album that never was. This is followed up by lesser known song The Ghost of Vox Continental. For those of you who don't know, a Vox Continental is a combo-based organ introduced in 1962 and used in many 1960s pop songs; it was a favourite instrument for many 2 Tone bands during the early 1980s, including Madness's Mike Barson. The song itself is a spooky tale about the band's organ player who is 'crushed' by his Vox Continental, but still, in death, plays for the band. The Vox Continental is played in such a way to create a spooky aroma and the sound it makes is similar to something you may hear in an early Sixties Hammer Horror movie.

The next song on the album is Happy Time Tune; probably not the best title for the song, as it isn't really a happy tune. It's actually about poverty in Jamaica and the message is that one should appreciate some people are not as well off as others. The lyrics "There is another side to Jamaica/Far away from your Orange Street/Where poor people live in iron shacks/No work, no shoes on them feet/For them, there is no happy time/For them, no sun a shine/For them, no

bird a sing/You should know everything" highlight this well. (Orange Street in Kingston is a reference to Prince Buster, the legendary Bluebeat artist who was born there).

Desmond Decker's 007 is the next song. This more up-tempo version is a decent cover, however I don't think anybody actually knew what Desmond was singing about in the original hit, and Rhoda hasn't helped clarify this much. It is still a catchy song, even if we don't know what she's on about.

Private Eye is a likeable song, although a bit confusing (even if you can keep up!) as Rhoda keeps shifting her point of view, starting off as the narrator, then becoming other story characters. It is cleverly done and one of the best songs on the album.

Another song that stands out is Hiawatha which some may remember, was a song for the all-girl group the Belle Stars in 1981. In actual fact, it was one of the last songs The Bodysnatchers wrote before the band broke up and so it was released as the Belle Stars. It begins with a long intro and the lyrics don't start until 70 seconds in; when it does get going, we learn the song is about the native Indians in America fighting for "national pride". The song suggests that if the Indians hadn't fought back they wouldn't have been almost wiped out, which is a bit naive. The message however, about embracing multi-culturalism is a good one.

Other songs on the album include Bob Andy's Too Experienced, also B side to The Bodysnatchers' Easy Life, The Loser, which is about the



singer falling for this uncool guy, who puts on a front and turns into a ladies' man and Mixed Feelings, which gives dating advice that you shouldn't be in a relationship that is fake or compromised. Who knew?

The album finishes nicely with Dandy Livingstone's People Let's Do Rocksteady done in the traditional Bodysnatchers style that gave the band its biggest UK hit.

If you're a fan of The Bodysnatchers, or don't mind music that can be a little heavy at times, then I recommend this

album. It's a real shame this was never released in 1981 by The Bodysnatchers themselves. It had the potential to be an iconic album, as other similar releases of that time were.

Henry Byer

Mimetic jet helmet

£42.90

The Hevik HV20 Mimetic open face helmet, with its camouflage style and matte finish, has a micrometric release system, a removable anti-allergenic inner lining and an anti-scratch visor. Availability is in sizes S (56) to XL (61) at a price of £42.90.

Info: 01327 706220/www.hevik.co.uk



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Duchinni D606 flip front helmet

£89.99 (incl VAT)

Duchinni's new D606 flip front helmet offers a choice for budget-conscious commuters and tourers alike. In addition to an anti-scratch visor there's an internal flip-down sun visor. Vents to the top and chin bar work with a rear exhaust vent to channel air through the EPS liner to keep the head cool. The textile lining is also fully removable and washable.

The helmet comes in sizes XS to XL in plain white or black.

Info: 0117 971 9200 / www.thekeycollection.co.uk



Voyager 3 jacket

£279.99

The Spidi Voyager 3 Jacket is claimed to be fully waterproof and comes with dynamic air intakes on the shoulders, sleeves and back. Made of a polyamide outer fabric, it has CE Force Tech protectors on the shoulders and elbows. There are six storage pockets, making it perfect for commuting. Colour availability is black/grey and black, both featuring reflective panels.

Info: www.feridax.com

Oxford LidLock

RRP: £12.99

Reviewer: Mau

This little bit of kit is absolutely brilliant. On a recent long trip, luggage space was short – and this is where the carabiner LidLock came in handy. It takes up little or no room and can easily be kept in your jacket pocket, meaning that it is quickly available for use without having to fumble under the seat for it. You can either slip the accompanying T-bar through your helmet's D-ring, or alternatively (if you have a full face) you can slip the stretchable coiled cable through the facial opening. In fact, while I was away I stretched that option a little further and fed the cable through my helmet and a jacket sleeve, so that I didn't have to carry it around on a hot day.

Info: www.oxprod.com/01993862300



PRODUCT REVIEW

PX 210 cylinder kits

£ ask

The latest incarnation of the Malossi Vespa PX 210 cylinder kit has resulted in two distinct product lines aimed at different scooterists.

The Sport 210 kit is for touring riders and offers more performance than the previous cylinder kit available; the cylinder can be used on either standard or lightly modified crankcases.

The MHR 210 kit is for all-out performance! Redesigned transfer and exhaust ports have been developed for use with heavily modified crankcases, with a carburettor that's 30mm or greater in diameter. The cylinder head is located



using two centring bushes for alignment between the head and cylinder.

Both kits are manufactured from Nikasil-plated aluminium, and are supplied complete with a matched cylinder head utilising

an O-ring for a perfect seal. Malossi has also recalculated the heat exchange surfaces for more efficient cylinder cooling while in use.

Info: www.ve-uk.com

US Police GS 160



A US cop stands alongside his police-liveried Vespa GS 160, watching over the crowd. For some reason though, our eyes are drawn towards the Schumacher reference in the background.



It's an SS180 for Holly

John Bicknell sent in this picture of Holly Bicknell posing with a Vespa SS180. Don't they look good together?



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Spada Enforcer WP leather gloves

RRP: £64.95

Reviewer: Mau

The Enforcer WP (waterproof) is a full winter 'race-style' glove with moulded black carbon knuckle sections; it features 'digital' leather reinforcements on the palms with Keprotec inserts. The gloves are fitted with a waterproof and breathable Hipora® membrane and Thinsulate® thermal linings. A visor wipe on the left thumb helps riders to keep their vision clear while riding in rainy weather. There's also a Velcro wrist strap adaptor, which helps to ensure that the gloves fit correctly to your hands.

Having gotten rather used to riding using summer weight gloves, these were the first winter weight offerings I've tried in a while, so I wasn't surprised when they didn't offer the same amount of 'feel' as a pair of summer gloves.



Being new, the gloves took time to become a little more supple, but after a few miles of use that stiffness in the fingers soon disappeared, giving me the flexibility it'd expect and the ability to maintain control of the bike's switches and levers. The 35-mile ride home on one cold dark night also confirmed the gloves' ability to provide a decent amount of weather protection and at no time did the occasion arise when hand or fingers suffered any noticeable coldness. I haven't ridden anywhere during the rain while using them, but I've no reason to doubt their waterproof abilities.

Size availability is XS to 3XL; two style options are available – either plain black, or black/flouro.

Info: www.spadaclothing.co.uk

Service, repairs, restoration

– Alan will do it all



SK Scooters

If you live in the north west area of Leicestershire, then there's a scooter shop that serves both Lambretta and Vespa scooter marques. First opening in July 2015, SK Scooters owner Alan Downs is a true classic scooterist through-and-through, and if he's not working on a scooter in his well-equipped workshop, he can be found out on the roads on his own trick-looking Lambretta GP.

Although Lambretta and Vespa scooters are his main passion, Alan doesn't shy away from working on any machine, and anything – be it a modern auto, or even a classic motorcycle – is welcome in his workshop.

He has a penchant for complete rebuilds and restoration projects and one of his unique selling points is that he will take pictures of a customer's bike at every stage of work, then present them to the bike's owner once the work has been finished, so it serves as a record of what has been done. By sheer chance,



Alan's first customer, Rob Johnson (right), has only good things to say about him

while *Classic Scooterist* was paying Alan a visit, his first-ever Lambretta customer rolled up at his door; Rob Johnson first visited SK Scooters when it opened back in July and has remained a customer ever since. Rob said: "I think it's ideal having somewhere local to take my scooter, rather

than having to travel to Derby, Leicester or Nottingham." What better testimony than that?

SK Scooters can be found at 34 Ashby Road, Ibstock, Leicestershire LE67 6HA. You can contact Alan by ringing him on 07952 895679. The shop is closed on a Monday.

DEALER SPOTLIGHT

Vespa Tween Screens

£ ask

FACO has introduced four new models of its Tween Screen joining the existing model for the Vespa GTS. This screen is now available for the Vespa PX, Vespa LX, Vespa Primavera 2014>, and the Vespa Sprint 2014>. It's neither a short sports-style screen nor a medium height affair, it's both. To adjust, simply slacken two thumbscrews and slide the clear top portion up or down behind the lower tinted section to suit your requirements.

Info: www.ve-uk.com



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The prize package has kindly been provided by Rock Oil (www.rockoil.co.uk) and will consist of a couple of aerosols, oil (two- or four-stroke), a hat and a hoodie.

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SCOMADI TOOLKIT

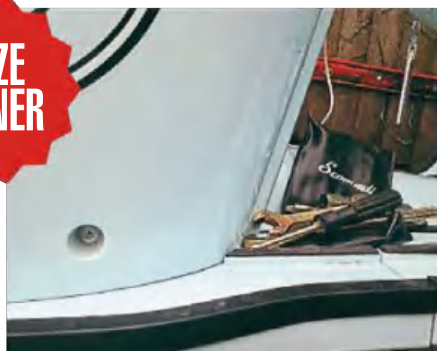
Hi Mau,

Just writing to say that I love my new Scomadi TL125 almost as much as my 1965 Li 125. I'm very impressed with the toolkit: 12/10mm and 14/17mm spanners, plug spanner, combination screwdriver, and even a shock absorber spanner – it's a shame there's no Allen key to get the bloody side panel off!

Graham Watson

[For your observations Graham, we are awarding 'Star Letter' status for this issue – congratulations!]

**PRIZE
WINNER**



Scomadi owners have confirmed the lack of an Allen key in their toolkit, so don't get caught out!

DO YOU HAVE A QUESTION?

Can *Classic Scooterist* help you find the answer? It doesn't necessarily have to be a technical question and can be about any scooter-related subject. If we don't know the answer ourselves, then we'll throw your question over to our readers to see if they can help. Email scooterguru@scooteristscene.com with your questions, but don't expect an instant answer – sometimes these things take time.

GERMAN OR NOT?

Hi Mau

Here are pictures of my late dad (wearing the peanut lid) and his mate (not wearing the lid) on his (or his mate's) scooter back in 1959 – probably in Epping Forest and down the road from Queen Elizabeth's Lodge.

Dad always told me he owned a German scooter with an electric start, but to me the scooter looks like a 1957 Lambretta 150 LD. I think they did make a version of the LD for the German market with an electric start. Maybe that is what he meant?

Either that, or he's just having a blast on his mate's scooter?!

**Jeremy
Colchester DVLC**



West German company NSU initially had a contract with Innocenti to fabricate Lambrettas, before later moving on to build their own versions – which are considered by many to be of a higher build quality. In 1953 they released a 12v electric start version (achieved by utilising two 6v batteries). Production of NSU/Lambrettas reached over 117,000 units, but never achieved the same volume of sales as the original Innocenti Lambretta.

MARMITE MINIBRETTA

Hi Mau,
Just writing to say a big thank you for putting my Minibretta Lambretta trike in *Scooterist* magazine; I've had so much positive feedback about the scooter and will be interested to see if anyone writes in about it.

As I'm writing this, I have just received my registration documents back from DVLA (they'd lost them along with my MoT and the cheque for my tax). It's been four months of battling with them, but they've now returned the MoT – but still can't find the cheque, etc. However, now that all the details are recorded correctly, I will be taxing it and getting out on the road.

Mike Carnell



SIMSON SCOOTER

Hi Mau,
I used to own a MZ Simson SR50 scooter in the 1990s. It was a 1991 J registration and because it was black and white, it was nicknamed 'Magpies'. I remember that it had gearbox box problems quite frequently.

They were used by the German Postal Service, which used yellow ones. I haven't got any pictures of mine, but I would like to hear from anyone who owned a Simson.

Lee Gibson

[If anyone wants to get in touch with Lee, he can be contacted via Classic Scooterist]



Judy on the track with Dave Dalton, whom she partnered in many scooter sidecar competitions

JUDY JUBB, RIP

Former scooter sidecar passenger Judy Jubb passed away at the end of September 2015. Judy was a popular sportswomen figure during the 1970s when she could often be found partnering Dave Dalton on his bright yellow Lambretta-based sidecar combination outfit.

Originally, Judy was a member of Nottingham Forest SC, before she left to join the Mansfield Deerstalkers. While visiting a fellow scooter racer at Louth Hospital in Lincolnshire, she met her future husband and well-known scooter racer, Eddie Jubb – it was love at first sight.

Even after Judy and Eddie were married, Judy continued to compete right up until late 1975. She finally called it a day after a race at Lydden Hill while she was heavily pregnant with their first child.

On behalf of myself and *Classic Scooterist* readers, we send our condolences to Eddie and his family.

Mau Spencer

JUDY – ONE OF THE BEST

Dear Editor,
We are sad to hear of the untimely passing of our dear friend Judy Jubb. In the world of scooter racing Judy was often found in the combo chair as a passenger. She was a real one-off and cared about everyone, even opposing competitors. She was one tough girl back then.

She always had a smile on her face, and was a really delightful lady.

Norrie and Janet Kerr

GOODBYE JUDY

Judy Jubb (wife of Eddie) passed away in Oban Hospital recently following a short illness. Judy's funeral was held at Lochgilphead, Argyll, Scotland. Myself, Norrie Kerr, plus one or two others from 'back in the day' attended.

Condolences go out to Eddie and his family.

Iggy Mycock

RAY COLLINS 50TH ANNIVERSARY AT ELSTEAD

It was a beautiful day on Royal Elstead Common on September 20, 2015. I arrived early as the mist was disappearing and the dew was highlighting the spider webs. The sun came up, in all its glory, the birds were singing and then the common was full of the snarls of the StingRay scooters.

Six classic scramblers went around the course and most riders completed four laps. There were no sightings of the Apocalypse horseman (who made an appearance last year) – only the appearance of a witch, who cursed Christine Jackson when leaving. The Cray Special returned to its natural

habitat and what a joy it was to ride her around the course.

Only one sad note of the day: We had a call from Ted Winn's son informing us Ted had an accident on his Vespa on the way to the common. A car pulled out in front of him and he suffered a broken ankle. He's recovering in Croydon Hospital. We collected his scooter and took it to his home. We wish him a speedy recovery and I'm sure his scooter – although damaged – will make a good scrambler!

Thanks to all of you who attended. There will be an Elstead 2016.

Barry the Bat





CHRISTMAS

Looking for a bit of inspiration for your Christmas shopping? Here are some bike inspired items to consider.

With Christmas fast approaching, we've put down our mulled wine and mince pies for a moment and written our letters to Santa. Our wish lists soon started to reach epic proportions, and as good as we've been this year, even Santa couldn't cope with all the clobber we were hoping to unwrap on Christmas Day. So, back to the drawing board and time to get realistic. At the end we came up with what we agreed was a list that wouldn't break poor Santa's back – or the bank! Here's our picks from stocking fillers to bigger presents that you can impress your biking friends with – or you might want to add them to your own list.

FOR TINKERERS

For many of us, the dark winter evenings are a perfect time to

tinker with our bikes; check and fix parts and add new gadgets. If you're a tinker, or are buying for one, maintenance manuals are a good option as these are available for many scooters.

Another option might be a handy toolkit that contains the main tools for tinkering with the bike. There are several toolkits that are designed to fit under the seat of most bikes, so they are small enough to carry around or to use in the garage.

ALL-YEAR RIDERS

Let's be honest, riding in winter can be rather chilly. One way to battle the cold is to make sure you insulate yourself well with body warmers, a good pair of thermal socks and even a decent pair of winter gloves.

If you own a modern bike like a Vespa GTS, then you even have the option of heated clothing which can usually

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CRACKERS

be powered from the bike's battery, or even worn off the bike using a separate battery pack. Another option could be heated grips to stop your fingers freezing.

FOR FASHIONISTAS

There's a lot of stylish clothing available, and a funky T-shirt or a hoodie with your bike's logo on is a nice touch. Branded clothing ranges from footwear to woolly hats, so this category offers a lot of options for different budgets.

FOR THE SENSIBLE

This time of year the roads are wet, dirty and often salty – none of which is good for the bike. So a sensible rider will add bike cleaner and polish to their letter to Santa.

Even if the bike is tucked away from the grimy roads in the winter, a decent cover and a trickle charger will come in handy.

No bling points for these presents, but they will keep the bike in top condition, ready for the first sunny days of spring.

STOCKING FILLERS

Scooterists tend to be pretty passionate about their bikes and gear. That's why there's a whole load of little bits and bobs, from key rings to mugs, which carry the logos of the big biking brands.

They are cheap and cheerful, and make great stocking fillers. There's also a wide selection of books available to help them while away those winter nights.

OUR TOP TIP

If you're stuck as to what to get someone and want to take the stress out of Christmas shopping, then why not consider a gift voucher? Many clothing and accessories retailers, both on the high street and online, offer gift vouchers that make great stocking fillers.

Just charge the card with the appropriate amount and you'll be putting your feet up and munching on mince pies while the rest of us are still manically running around the shops.

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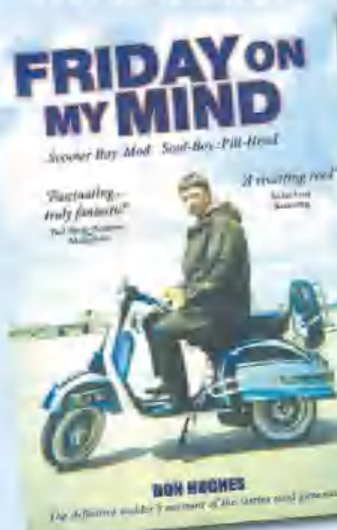
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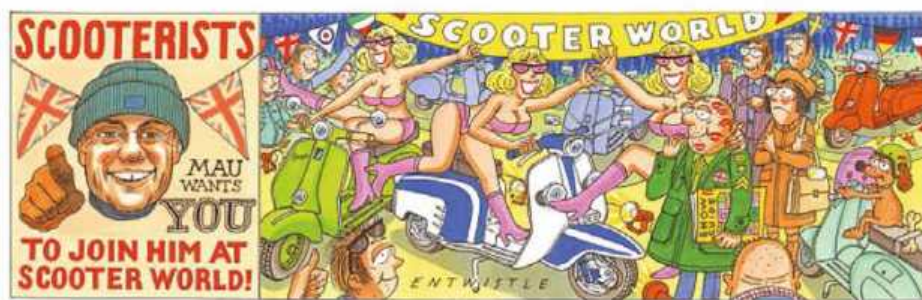
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WHAT'S GOING ON?



SCOOTER WORLD

Newark Showground – January 9-10, 2016

Former British scooter and sprint champion Norrie Kerr will be the special guest speaker in the two scooter halls at the 2016 Carole Nash Classic Bike Guide Winter Classic Show.

Being part of one of the world's biggest classic bike shows, the two halls – 'Scooter World' and 'Scooter World of Sport' – will play an important role at the event, which takes place at Drove Lane, Winthorpe, Newark, Notts NG24 2NY.

As well as presenting the custom show trophies, special guest BSSO President Norrie Kerr will also be on hand to carry out other duties in what is planned to be a major fund-raising event. All charitable donations from the weekend will be split 50/50 between the Lincs & Notts Air Ambulance and the RNLI. And given that the theme of the second hall will be sports-orientated, Norrie will be appearing alongside other well-known sports personalities in making appearances at various points over the weekend in order to help boost the charity's coffers.

INTERACTIVE DAYTIME EVENTS

With the charities in mind, there will be several 'interactive' events taking place. As show visitors (and even club stand exhibitors) you'll have the opportunity to participate in various challenges, including our 'Skills' area and 'Engine Rebuild' competitions, where you will be able to compete either as individuals, or in club teams, for the chance to win trophies (and who knows – you could end up competing against a well-known sportsman, or two).

CHARITY AUCTION

Sunday lunchtime, just prior to the custom show trophy presentations, there will be a charity auction with a vast number of items for you to bid on. The auction lots will range from books, various clothing and riding apparel through to more substantial items, including a Malossi tuning package, a custom-built scrambler scooter – and even a week's holiday accommodation in Mallorca. All these items have been kindly donated, so all money taken at the auction will go to charitable causes.

CHARITY EVENING

The charitable element of the show doesn't end there either; on the Saturday night Mau is hosting an additional standalone ticketed charity event 'An Evening with the Sportsmen' where guests will have the opportunity to eat, mingle and chat with various scooter sportsmen – who knows they may even go home with a special memento from the evening.

TICKETS FOR THIS EVENING EVENT ARE ONLY AVAILABLE IN ADVANCE FROM MAU; email mauspencer@classicscooterist.com or phone him on 01507 529408 for more information.

THE SCOOTER WORLD HALL

As well as housing the parts fair and trade stands, the dedicated Scooter World hall offers the opportunity for both clubs and individuals to put on a fantastic display of machinery – and who knows, you may walk away with a trophy or cash prizes, which will be presented by special guest Norrie Kerr.

On both days (conditions permitting) there will be the opportunity for scooter owners to take their bikes outside for the 'Blast from the Past' element of the event.

TAKING PART IN THE SHOW

If you'd like to enter the show, either as an individual or a club, either ring 01507 529429, or go to www.classicbikeshows.com/bookings/ to download an entry form. You can also help to spread the word by placing the show-related fliers on your website or Facebook page – email mauspencer@classicscooterist.com if you would like a copy.

TRADE STALLS

Traders, if you want to book a stall, contact our shows division on 01507 529431.

TROPHY SPONSORS REQUIRED

If you'd like to sponsor one of the trophies, then contact Mau at *Classic Scooterist*.



"Fantastic charity auction prizes donated so far include a foreign holiday, a Malossi tuning kit and a scooter scrambler – plus loads of books and bike-related items worth over £2500"

Mau Spencer, Classic Scooterist magazine

Thanks to the following for their charitable donations & assistance over the weekend

- AF Rayspeed
- *Classic Scooterist* magazine
- Dave Walker
- dks race team
- JB Fabrications
- Lincolnshire Scooter Alliance
- Nick and Helen Prince
- PCJ Fielding
- *Scooterist* magazine
- Team S Equipe (John Ronald, Norman Ronald, Alan Cooper)
- VE-UK
- 100mphscooter.com
- The charity sports evening celebrities
- Not forgetting Mr A Nonymous (scooter donation)

Wicksteed Parts Fair a week earlier



Kev Walsh Promotions has announced that the first 2016 Parts Fair at Wicksteed Park will take place one week earlier than the normal 'First Sunday in March' date. The reason for this is that Mother's Day falls on the same Sunday; consequently the Parts Fair will now take place on Sunday, February 28, 2016.

Classic Scooterist magazine editor, Mau Spencer, presents

A NOSTALGIC EVENING WITH THE SCOOTER SPORTSMEN

JANUARY 9, 2016, STUART GOODWIN PAVILION, NEWARK SHOWGROUND

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All profits from this event being donated to two charities:
(Lincs & Notts Air Ambulance and the RNLI).

Keith Terry
Fastest man
On a
Lambretta

Richard Baker
NSA British
Record holder

Nerrie Kerr
British Scooter
& National Sprint Champion

John Ronald
Team S Equipe

Norman Ronald
Team S Equipe

Plus other guests,
To be announced

Ticket reservations info:
Mau on 01507 529408 (office hours) or email mauspencer@classicscooterist.co.uk

DATES FOR YOUR DIARY

- **NOV 22:** Walsall Parts Fair at Oak Park Leisure Centre, Walsall Wood, Walsall WS9 9PQ. Info: lcgb2@blueyonder.co.uk or 07966 265588.
- **NOV 20-23:** SWSC, Warmwell. Info: www.swscoterclubs.co.uk
- **NOV 27-28:** Autumn Almanac at Goatham Hall, 7 Coatham Road, Redcar TS10 1RH. Many bands and DJs performing on both Friday and Saturday. Tickets £10 per day/£15 for the weekend. Available on the door.
- **NOV 28:** Sleaford All-Knights SC end of season bash. A night of dancing and presentations. The free event takes place at The Jolly Scotchman, 18 Lincoln Road, Sleaford NG34 8NP.
- **DEC 13:** Xmas Toy Run departs 10.30am from the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. Info: www.acecafeevents.com

2016

- **MARCH 27:** Lincoln March of the Mods at Lincoln City football ground from 2pm onwards.
- **APRIL 3:** Chelmsford SC Clacton rideout takes place at Clacton-on-Sea from 11am.

BSRA NATIONAL RALLIES 2016

(All dates shown here are provisional and subject to confirmation visit www.bsra-uk.com for up-to-date information)

- **MARCH 25-27:** Whitby
- **APRIL 30-MAY 1:** Tenby (Welsh national)
- **MAY 27-30:** Kelso (Scottish national)
- **JUNE 17-19:** Hop Farm, Tonbridge, Kent (Big 7 SC)
- **JULY 8:** Cleethorpes
- **JULY 29-31:** Exmouth (SWSC)
- **AUG 26-28:** IoW International Rally
- **SEPT 23-26:** Woolacombe (SWSC)
- **OCT 28-31:** Bridlington

OTHER EVENTS ANNOUNCED AT BRIDLINGTON SHOW

- **MARCH 6:** Ginger's Egg Run
- **APRIL 3:** VMSC Extravaganza, Coventry
- **APRIL 15-17:** Teignmouth (SWSC) - Devon Valley Holiday Village
- **MAY 6-8:** Phoenix Nights (Leics)
- **JUNE 3-5:** Hayling Island (SWSC) - Mill Rythe Holiday Village
- **JUNE 23-26:** EuroLambretta
- **JULY 15-17:** VCB 70th Anniversary Members Rally
- **SEPT 3-5:** Mersea Island
- **SEPT 9-11:** Dolphin Rally (YSA)
- **NOV 11-13:** Gt Eastern (Mablethorpe)
- **NOV 18-21:** Warmwell (SWSC)

Some of these events are subject to confirmation – check with individual organisers prior to travelling.

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Fitted with a Watsonian sidecar and public address system, the TV2 was one of several bought by the Methodist Church Mission in order to spread their message to rural England.

Picture: Mortons Archive
(www.mortonsarchive.com)

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New Untouchables Brighton weekend

August 28-31, 2015

Hopelessly inaccurate predictions by the nation's weather forecasters had the effect of the usual crowds at Madeira Drive taking a while to reach their normal size, but by Sunday people had got the message and things were going well.

As last year, the live music in the Volks Bar was augmented by a stage just a little further up, and the number of stalls selling clothes etc. seems to be gradually on the increase. The sight of rows of extravagantly chromed scooters at the venue every August Bank Holiday has now become a firm tourist attraction, and this year didn't disappoint. That's not to say, however, that it's not possible to detect evolving trends over a period of time.

As the years pass, it gets harder and harder to show something new, so things can get more extreme. This is most obvious when it comes to the lights and mirrors brigade; I cannot conceive how some of the examples at Brighton are actually ridden on the road! They certainly attract the news cameras though. Over the last few years an interesting sub-trend has emerged merging authentic Sixties Mod scooters and accessories with Eighties-style tribute paint jobs. The 'Amy Winehouse' TV200 is a good example of this, though obviously the period Sixties look, underpinned with authentic accessories, is

somewhat subverted by the appearance of Amy on the sidepanels.

Every action spurs a reaction, so there was a small, but perceptible, rise in the number of shabby chic original-paint scooters lurking among all the glam. Changes could be seen within the twist-and-go element too. Among the Vespa lookalikes the Neco has been somewhat usurped by the AJS Modena, of which there were a number present. The automatic Lambrettas of a few years ago seem to have disappeared, but there was a trio of new Scomadis. In general, however, and even taking into account the GTS scooters present, automatics have made less inroads here than at some non-Mod events.

Deciding to actually take part in the rideout for once, I was dismayed to find that last year's unofficial termination at the first pub with a car park seemed to have been made the official end this year. But that couldn't take the gloss off another great weekend, many enjoying the special events in the evenings too. Hurry up next year!



A L



The Jam exhibition

June - August, 2015

Foresters SC member Martin Heath was invited to Somerset House, London, with other scooterists to participate in a photoshoot at The Jam exhibition. It was to be a journey through the band's personal archive.

The Jam Exhibition – About The Young Idea started on June 26 and ended on August 31, 2015. It gave unprecedented access to The Jam's archive and was the first comprehensive exhibition about the extraordinary band whose music immortalised life for Britain's disenchanted youth during the late 70s and early 80s.

The exhibition showed previously unseen material and fan memorabilia including hand-written lyrics, original stage outfits, personal

photographs, film/video footage, unreleased music videos, early scrapbooks, letters, postcards, posters and fanzines. The band's instruments were also on display.

It was a great day with 25-plus riders in attendance, along with a whole hoard of photographers and a meet with The Modfather's mum, Ann, and his Sister Nikky. What a fantastic event!

Martin Heath
Foresters SC





Lloyd Watts has recently finished this highly modified Vespa for girlfriend Kirsty Harrison; the removable seat section is a trick idea



SP Developments brought along its new water-cooled and fuel-injected engines, which created quite a stir. Expect to see a lot more from these chaps in the future

Mersea Island

September 4-6, 2015

For many scooterists the Mersea Island scooter rally ranks as one of the best weekends of the year.

The weather can make or break a rally and for as many years as I can remember – which sadly isn't that many now as the memory has started to fade – the weather has always been perfect and although not quite as hot as usual, this year didn't disappoint and it stayed dry for the duration – always a bonus when you are under canvas.

With almost 150 miles to cover each way it's always an eventful ride, picking up riders along the way as we pass through Nocton, Sleaford, Heckington and Holbeach before leaving Lincolnshire, eventually pulling onto the campsite at around 3pm on the Friday afternoon. With camp set up, it's then only a short ride into town to stock up on beer and snacks for the weekend, before kicking back and relaxing.

Being hosted on an old-style campsite, all the entertainment, parts fair, toilets and showers, etc. are all just a short walk away, making it a perfect rally location. Friday is set-up day, so there are not as many traders, but there was still a good selection of vintage

gear, new spares and second-hand parts to rummage through. Depending on your music preference you could have a choice of live bands covering various scooter-related genres, or one of a number of DJ tents and halls playing a mixture of ska, reggae, Northern and scooter sounds, along with the aptly-named Darkside tent for the younger ones out there!

Saturday was the main day and with more traders to browse, as well as live bands, rolling road, custom show and the main arena entertainment from Ginger Tony, complete with vomiting scooterists playing a variety of games. The day soon rolls into evening for much of the same as Friday night and my only gripe of the whole weekend is that despite there being some excellent bands on, there was no real headline act, but maybe that's just me being picky.

Following a hearty breakfast, the long journey home on the Sunday is always a test on the mind and body, reminding us that we are not getting any younger. But despite a sore arse I can't wait for next year's rally.

JB



Lee Bell's trike is not to everyone's taste but it certainly turns heads and has some nice touches borrowed from the custom bike scene



This Vespa VBB belongs to Andy Bradford; a flawless paint job helps it to stand out from the crowd



Colin Frost carrying out maintenance on his Series 2, changing the main jet ready for the trip home



Sam De Coussemaker came over from Belgium with a number of scooter projects and associated parts and panel work for sale – shame I didn't have a bigger rack or wallet!



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Mods v Rockers

September 13, 2015

The second Sunday in September saw scooters and motorcycles converging from all directions to meet up at The Green, Hunstanton, North Norfolk for the annual Mods v Rockers event.

It was another great turnout this year with well over 500 bikes and scooters altogether, although I think we were outnumbered by bikes this time. Luckily for us though, the atmosphere was friendly and a 1960s beach-style punch-up seemed highly unlikely.

DJ Pete Maisely kept everyone entertained with a variety of scooter and Rockabilly-based tracks until ska band Scooted and Booted hit the stand with a few two-tone classics. At around 2pm, prizes were handed out for a number of categories, including 'Best Dressed Mod', 'Best Scooter' and 'Best Bike'. After selling all the T-shirts and rally patches, Ruth

Whitehurst and her husband Paul, of the Full Circle SC, managed to raise a total of £695 for Motor Neurone Disease (MND).

Disappointingly, this figure was slightly short of the previous year. However, Ruth has managed to raise over £20,000 for MND over the years by organising different events like Mods v Rockers.

Hopefully, Mods v Rockers will be back next year as it's now a hugely anticipated event on both the scooterist and biker's calendar and is always enjoyed – not only by the participants, but the spectators too.

Words: Henry Byer

Images: Jakob Rout-Else



TROPHIES

BEST DRESSED ROCKER:

Dave Pike (Northamptonshire)

BEST DRESSED MOD:

Andy Austin (Whittlesey, Cambridgeshire)

RUNNER-UP MOTORBIKE:

R666 UNE (black Honda Rune)

BEST MOTORBIKE:

BSA 500 (black and chrome-956 GKN)

FURTHEST TRAVELLED:

Lee Miles (Scarborough)

BEST RAT BIKE:

Q181 TBD (a 'bitsa' motorbike with a Reliant engine)

RUNNER-UP SCOOTER:

Vespa, YN06 UPD (Bob Venni)

BEST SCOOTER:

Bob Marley (LN02 UWB)

MOST UNIQUE VEHICLE:

Les Cowler (Wellingborough)

BEST PAINT JOB: Alien Motorbike, HD13 MUS (Malcolm Watson)



The Brighton 'Ska Train'

October 11, 2015

It was the third in a series of 'Scooter 'n' Ska' themed gigs this summer where the throngs assembled at The Volks on Brighton Beach to be entertained all day and into the night by the 'Ska Train' sound system and guests.

The best Ska scooter attending the event was chosen and then ridden onto the dance floor for prizes, photos and general posing!

Much fun has been had by all and we look forward to the return of these do's in spring 2016. These events are entirely free and we do a collection for the various wildlife rescues

that some of our volunteers are involved in. Details of all our events can be found on The Brighton Ska Train Facebook

Page (www.facebook.com/The-Brighton-Ska-Train-1675111332724160/)

Join us on Brighton Beach next year for a great time.

Chris Natural and all at The Train!





Sleaford scooter show

September 27, 2015

On a sunny September Sunday, over 200 scooters converged on the market town of Sleaford in Lincolnshire.

There were scooters all over the town, with the market place the first point of call as scooters crowded into the town centre. Later, they moved on to The Jolly Scotchman public house, near Holdingham roundabout.

The Jolly Scotchman is the regular meeting place of the Sleaford All-Knights SC, and it was well-prepared for the mass of scooters arriving. The car park entrances had been reduced in width so that only two-wheelers could get in. This was a wise move, as the car park was soon full-up with scooters, with spectators in cars kindly allowed to park in the petrol station opposite.

To cope with demand, the pub put an additional outside bar in the garden and there

was also a barbecue serving burgers and hot dogs etc. Music was provided by Northern Soul DJ Martin Topley. Some ladies walked around the garden giving away fairy cakes with a picture of 'Nicky' on top, with the words 'Thanks for coming'. Nicky was the main focus of the meeting – as mentioned in the last issue of *Classic Scooterist*, he's a gent with Down's Syndrome. He's a regular at the pub and he's developed a passion for scooters. The Sleaford All-Knights have adapted his mobility scooter to look like a Vespa – and made a very nice job of it. Nicky is delighted with his new mode of transport!

Members of various scooter clubs arrived at the pub, and I spotted clubs from Skegness, Kettering, Boston, Grimsby, Northants and

Mansfield, but I'm sure that there were more than that. Those who turned up supported the raffle organised by the pub. It was great to see a nice mixture of old and newish scooters there. Some of the paint jobs were really excellent, particularly one of a poacher – very appropriate for Lincolnshire.

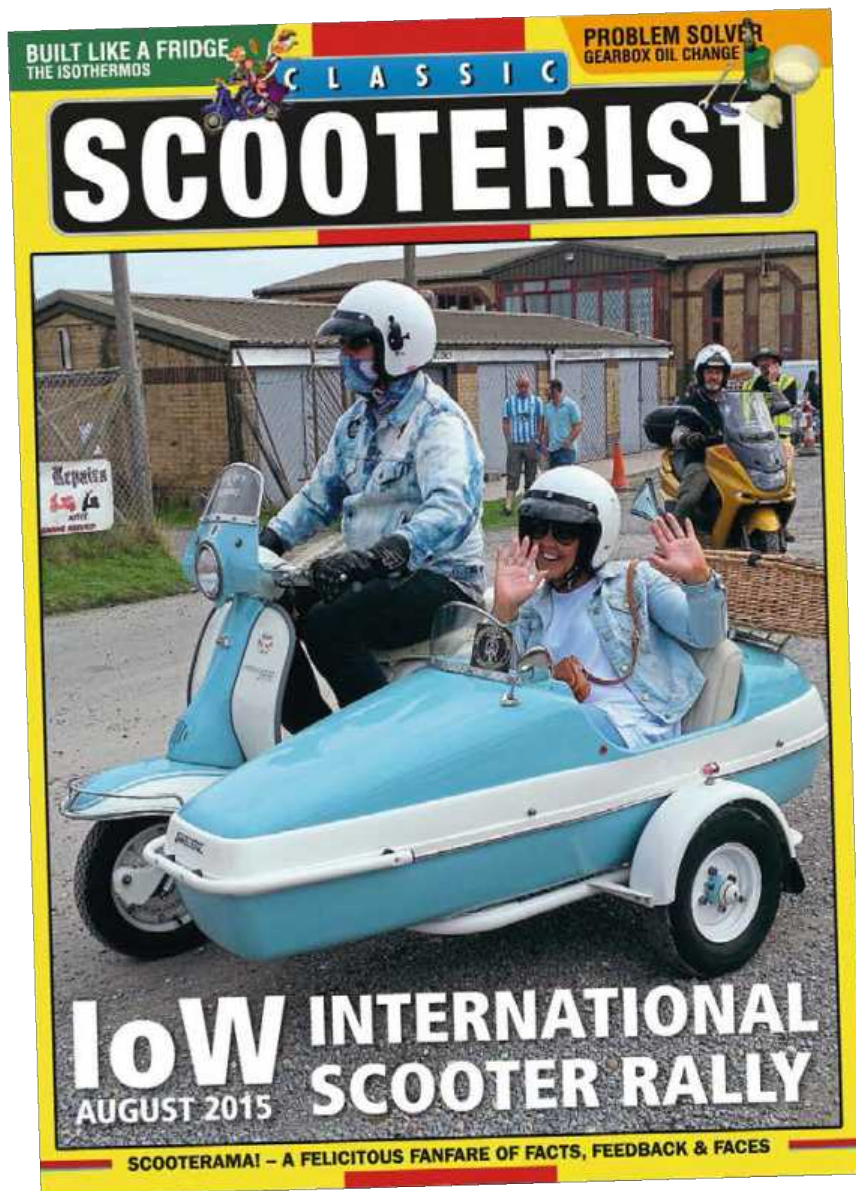
This well-attended event provided a nice display of scooters. The petrol station opposite was a godsend to those riders wishing to top up with fuel before going home. Well done to the pub and club for all its efforts. As well as the barbecue, its restaurant was busy feeding the riders. The Sleaford All-Knights meet at the pub every Wednesday night at 7pm and they also organise rideouts from there.

Roy Workman



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Ever fancied seeing yourself on the cover of *Classic Scooterist*? Of course you have! Our Mau was busy snapping away at this year's Isle of Wight Scooter Rally and has such an abundance of cracking pics... but unfortunately we can't put them all on the cover or in the mag.

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BEST OF SHOW:
Legends of Man (Nick Prince)



BEST INDIVIDUAL DISPLAY:
(Mark & Vicki Swinge)



Louth scooterists come in all sizes



BEST RIDDEN WITH ACCESSORIES:
(Andy Robinson)



SPECTATORS' CHOICE:
Spirit of '73 (Neil Denton)



The Lambretta Luna Line



BEST CUSTOM SMALL FRAME:
Skaramanga (Bert Conneely)



BEST CUSTOM WITH ACCESSORIES:
Vespa GS (Iain Wilkins)



BEST RIDDEN:
Route 66 (Paul Moore)

Brid Trade & Custom Show

October 31, 2015

The main 2015 rally season ended on a high at Bridlington Spa with something to appeal to everyone's taste at the LCGB organised event.

Unfortunately this event falls right on our magazine deadline, which means we are under pressure to get to the printers, so we've limited the report text to get in more pictures. One thing worth mentioning though, is that LCGB members who normally get free entry were asked to make a £1 donation on the door towards the LCGB 2015 supported charity – The Alzheimer's Society; this gesture raised more than £900. The LCGB would like to thank all members for their contributions. They would also like to thank all trophy sponsors, show judges, marshals, entrants, and everyone else who helped make this year's event a success.

More images plus full show results can be found online at www.facebook.com/ScooteristScene

CUSTOM SHOW RESULTS

BEST OF SHOW:

Legends of Man (TT)

BEST RIDDEN: Route 66

SPECTATORS CHOICE: Spirit of 73

BEST CUSTOM LAMBRETTA:

1st: Faith, 2nd: Legends of Man (TT)

BEST CUSTOM VESPA:

1st: Small Fortune, 2nd: 007 Skaramanga

BEST CUSTOM STREET RACER:

1st: Nexx Carbon Pure, 2nd: The Jam

BEST CUSTOM ENGINEERED:

1st: Ali-Bretta, 2nd: Small Fortune

BEST CUSTOM WITH ACCESSORIES:

1st: Vespa GS, 2nd: POB 73

BEST CUSTOM CHOPPER/CUTDOWN:

1st: Piss In My Eye Boogie (only 1 entry)

BEST CUSTOM LAMBRETTA, PRE-1959/Series 1/2:

1st: Legends of Man (TT), 2nd: Blue 125C Racer

BEST CUSTOM LAMBRETTA SERIES 3/SX RANGE:

1st: Faith, 2nd: POB 73, 2nd: Nexx Carbon Pure

BEST CUSTOM LAMBRETTA/VESPA SMALL FRAME:

1st: 007 Skaramanga, 2nd: Small Fortune

BEST CUSTOM VESPA, PRE-P RANGE/T5:

1st: Vespa GS (only 1 entry)

BEST CUSTOM VESPA, P RANGE/T5 ONWARDS:

1st: Piss In My Eye Boogie, 2nd: Ceremony

BEST CUSTOM PAINTWORK:

1st: Legends of Man (TT), 2nd: The Jam

BEST CUSTOM CHROME/ENGRAVING/PLATING:

1st: Legends of Man (TT), 2nd: 007 Skaramanga

BEST RIDDEN LAMBRETTA:

1st: Model B, 2nd: TV175 Series 1

BEST RIDDEN VESPA: 1st: Bagpuss, 2nd: Vespedda66

BEST RIDDEN LAMBRETTA STREET RACER:

1st: Rule Britannia, 2nd: Anita

BEST RIDDEN VESPA STREET RACER:

1st: Vinny 78, 2nd: Carbon Footprint

BEST RIDDEN ENGINEERED SCOOTER:

1st: The Beast, 2nd: Tangerine Dream

BEST RIDDEN WITH ACCESSORIES:

1st: Vespa Sprint, 2nd: Ultimate Dream

BEST RIDDEN CHOPPER/CUTDOWN:

1st: Hellboy, 2nd: Why Be Normal (Vespa auto)

BEST RIDDEN LAMBRETTA, PRE-1959/Series 1/2:

1st: Model C + Accessories, 2nd: Cogger Speed

BEST RIDDEN LAMBRETTA, SERIES 3/SX RANGE:

1st: If Looks Could Kill, 2nd: L'ombra

BEST RIDDEN LAMBRETTA, GP RANGE:

1st: Spirit of '73, 2nd: Start Me Up

BEST RIDDEN LAMBRETTA/VESPA SMALL FRAME:

1st: 1951 Model C, 2nd: Moonage Daydream

BEST RIDDEN VESPA, PRE-P RANGE/T5:

1st: The Krays, 2nd: Vinny 78

BEST RIDDEN VESPA, P RANGE/T5 ONWARDS:

1st: Hellboy, 2nd: Winter Gardens

BEST UNRESTORED:

1st: Olympic No. 80, 2nd: GP200 Electronic AYD 882H

BEST RIDDEN PAINTWORK:

1st: Spirit of 73, 2nd: The Sentinel

BEST RIDDEN CHROME/ENGRAVING/PLATING:

1st: Start Me Up, 2nd: Avatar

BEST MURAL: 1st: Route 66, 2nd: Faith

BEST AUTO ENGINE:

1st: It's All About Me, 2nd: Lambretta Auto NWB 726P

BEST VINYL/GRAPHICS: 1st: Route 66, 2nd: POB 73

BEST NON-VESPA/LAMBRETTA:

1st: Smirnoff Racer, 2nd: Cushman's Model 53

BEST INDIAN: 1st: Rule Britannia, 2nd: The Beast

BEST SPANISH: 1st: The Jam, 2nd: POB 73

INDIVIDUAL DISPLAY: 1st: Start Me Up, 2nd: Vega PVY 19G

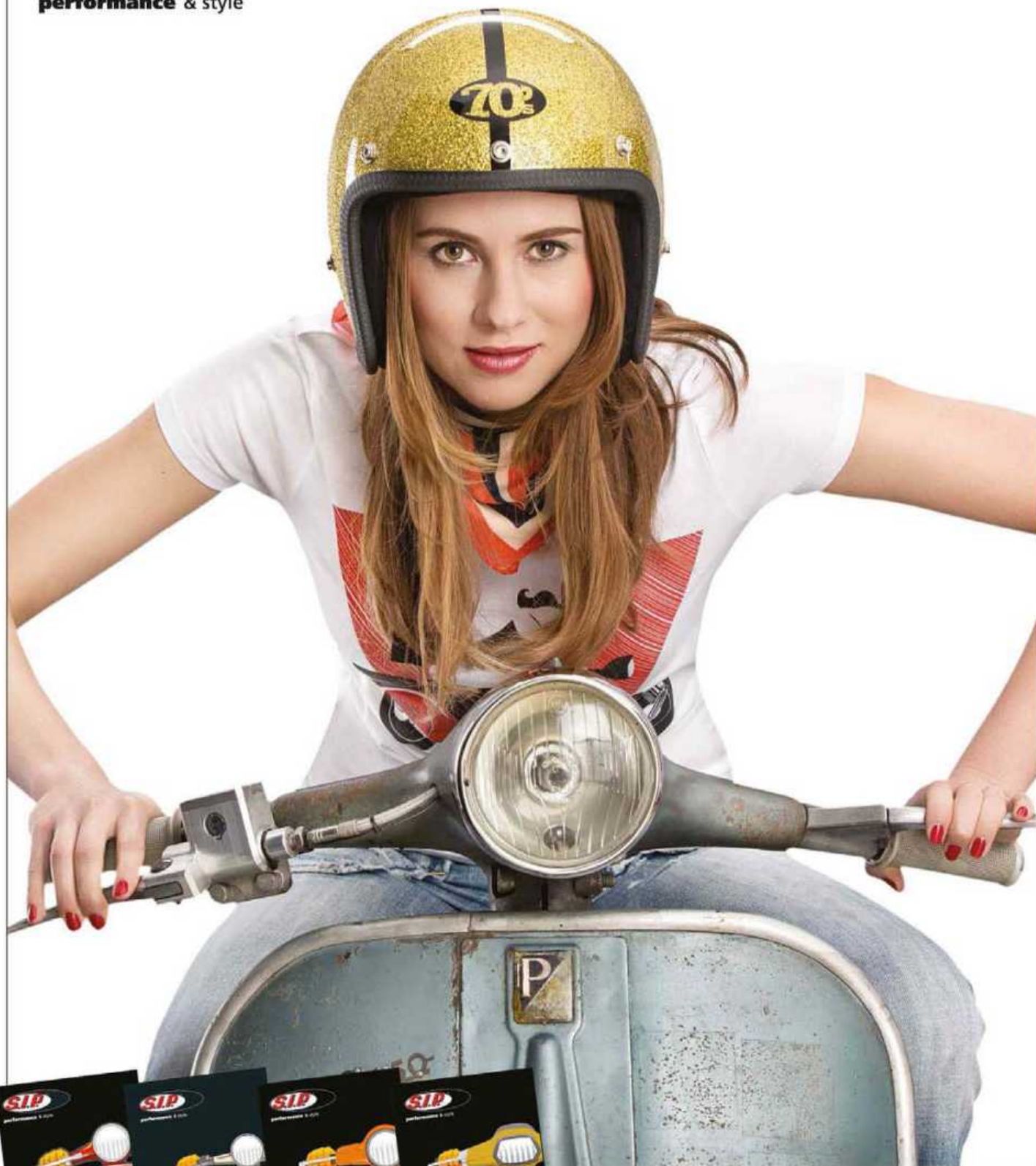
BEST FIRST TIME ENTRANT:

1st: Route 66, 2nd: Winter Gardens

BEST CLUB DISPLAY:

1st: Essex Lambretta Club, 2nd: Louth Scooterists

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The Sprint was basically an upgraded older model with sharpened edges

LEFT: Sold merely as a 'Vespa 125' the higher spec Small Frame lacked identity

Vespa's big three for '65

How Pontedera changed its models 50 years ago and secured the future.

There have been many years in Vespa's history that have been of special significance, but few more important in securing its future than 1965. It had been a glorious run since 1946, but markets were sliding throughout Europe as living standards rose and repeated attempts to crack the American market hadn't really succeeded. In addition, cost-inflation was starting to creep in; while not yet at the levels it would reach in the following decade, it was becoming imperative that production techniques should become more efficient, fewer raw materials used, and more parts standardisation undertaken.

The GL150, first seen two years earlier, was discontinued but its frame formed the basis of two new models in 1965: the Sprint and Super. The former was really no more than the old model with sharper edges to the panels and mudguard plus a slight engine tweak.

The Super, however, may not have originally formed part of Piaggio's plans. Arch-rivals Lambretta had ditched 8in wheels with the LD's demise years before, and the introduction of the GL (a mid-range model with 10in wheels) was clearly intended to compete directly with the Li. Possibly somewhat to Piaggio's surprise, while the GL sold well, the aging VBB continued to sell even better – making it vital that a replacement small-wheeled Vespa be produced.

The Super duly appeared as a sort of small-wheeled Sprint but with a few extra cost cutting measures (smaller mudguard without trim and initially a headset without a rim) in order to keep the price down. These two models mopped up what was left of the European market, but helped keep Pontedera's production lines flowing by being exported in large quantities as kits throughout Asia – thus expanding a path forged by the VBB. The supposedly 'obsolete' Super was a steady



This 'obsolete' Super has a different headset and a Rally rear light

seller in export markets up until its demise in 1977, the spec varying dependent on what was current on other models. This 1970 picture from Singapore shows a different headset and Rally rear light. You have to wonder if Lambretta didn't miss a trick by ditching 8in wheels so early.

Meanwhile, the great success of the Small Frame 50/90 gave impetus to the creation of a slightly higher spec 125cc version with separate finned hubs, just like its bigger brothers. This also appeared in 1965, and, although initially selling well, lacked identity due to being sold merely as a 'Vespa 125' like countless models before it. The adoption of the Primavera moniker a year or so later (plus

the addition of a fourth gear) secured its place in Vespa history; large numbers of kits being sent out with all those Sprints and Supers to get Asia scootering.

It is difficult to overstate the importance of these models to the continued existence of the Vespa marque, and maybe even to Piaggio itself. By the end of the 1960s, some former Vespa production lines at Pontedera were churning out mopeds and big sales in Asia must have prevented more following. The SS and Rally take all the glory from this era today, but their sales were insignificant compared to the big three from 1965. Let's give recognition where it's due!

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IN BETWEEN DAYS

Nige's Targa Twin

Scunthorpe steel worker Nige Ford has a passion for Lambrettas, especially the GP model, and looking at the build of his latest scooter, it's pretty obvious that he enjoys assembling them as much as he does riding them.







Nige got his very first Lambretta at the age of 12; he bought a scrap 150 that he can only think was an Li model. The scooter was used to thrash around the local woods and nearby there was a skinhead gang that his mate's older brother was a part of. Some of the gang had scooters and it wasn't long before Nige took more notice of them, he loved the different styles of scooters, the clothes and the music they listened to.

In time he would become old enough to ride his own GP200 on the road (one of many different scooters he owned). He was one of the youngest boys in his school year and had to wait until August Bank Holiday 1978 before he could ride his scooter to the LCGB Southend rally. It was totally awesome, he said. Arriving at his first rally on his K registration Italian GP200 made it even more special. GP street racer is a style that has always been Nige's favourite of all the Lambretta models – a model which lends itself to many of the dealer specials out there, including the AF S-type.

In those early years Nige admits to having a number of dislikes on the rallies – cars, vans and some of the plastic wannabes (that will touch a nerve with some), but nowadays he doesn't much care any more.

He gets great enjoyment from riding his scooters to rallies, having a good laugh with mates, and talking utter rubbish about scooters (don't we all).



MAKING PROGRESS

After owning so many GPs and building TS1 and RB 225 motors, he found the natural progression was to buy the latest dream – a Targa Twin 250 engine to fit in his latest project build. It all came about after someone asked him why he had two scooters. His answer was simple: "Well, in between days I ride one scooter, and in between days I ride the other." That must have stuck in his head, because as the build moved along, he chose those words for the sidepanels – the funny thing is Nige was then told it was the name of one of The Cure's songs – he likes their music, so that was it, 'In Between Days' was born.

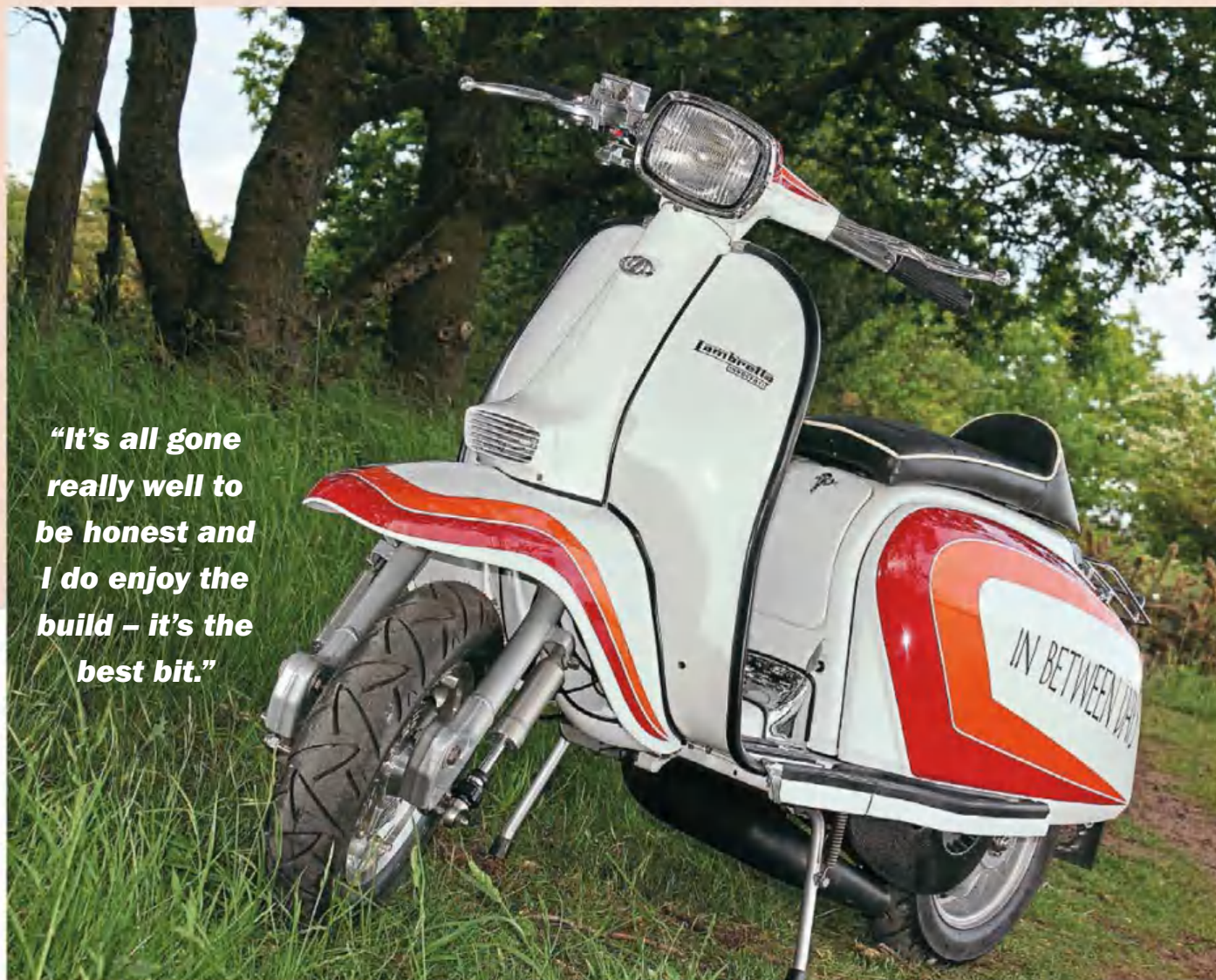
To start the project off Nige bought a GP frame for £800, he already had the panelwork and started work on the rebuild years before

he even thought of what engine to put in it. As a matter of fact, it was two-and-a-half years previous when he had the scooter painted by Apache Paint in Scunthorpe (they'd done a number of Nige's scooters).

He then told me it had just been sitting around waiting to be built and it wasn't until he purchased the Targa Twin engine from Tino Saachi in March that the scooter started to take shape.

Nothing was changed as far as the GP appearance went; Nige likes to leave that untouched, a little trimmed off the rear runner boards, that's all. The clean lines of the paintwork give the scooter a great look, and the crisp sound of the two-stroke twin engine as I followed him to the photoshoot location reminded me of those RD350LC motors years





"It's all gone really well to be honest and I do enjoy the build – it's the best bit."

ago that used to buzz past us on our poor old iron-barrelled 150s and 200s of the 1980s. Nige explained that the carbs needed a little more work to get the right balance, so as he was running-in he took his time and didn't take the bait to chase a motorcycle making its way alongside him on the Queensway in Scunthorpe.

THE COST OF RESTORATION

Putting a price on a machine like this is like any other vintage restoration; it can be as much or as little as you allow yourself to spend. The Targa Twin motor played a big part of the spend – at present costing around 8000 euros – but with a kind exchange rate, it could be a little less. With paint etc. Nige reckons cost is around 10k plus. Whatever it is, it's still a lot of money, so its best to be careful as you ride along the North Lincs roads.

With it being a little different to a normal Lambretta, I asked if there was anything that proved hard to do in the project build, but Nige said: "It's all gone really well to be honest and I do enjoy the build – it's the best bit." He was very tight-lipped on any special tech tips for

anyone attempting a similar project though; he believed he needed all those ideas, so why would he tell me (ha ha). With just miles to add to the speedo, there's nothing else needed doing to finish it. Less is more as they say and why spoil such a good-looking GP?

There's one bit of excellent advice that Nige would reveal though, and that's always dry build the parts every time as it will save you a lot of time, effort and ultimately money later on. All that was left to say about this great-looking new breed of Lambretta was did he have anyone to thank or mention? "Martin Robinson" he said; "for all the help and advice with the Targa Twin engine, and of course, not forgetting himself." As usual thinking about himself that's about right (LOL)!

Words/Images: Addo



ONE PARTY; ONE SCOOTER

The IWL Troll 1

A scooter for the proletariat.

Despite having owned several Lambrettas during his lifetime, Rob Carter has always had a penchant for classic 1960s machines and he freely admits that the Dayton Albatross 250 twin is his all-time favourite scooter.

Although he hasn't managed to get hold of one of those as yet, he recently went out and bought something very rare and completely different – a 1963 IWL Troll 1. Never heard of them? Let us enlighten you. Built between 1962 and 1964, the Troll was

the last in line of various scooters that were built at the Ludwigfelde industrial plant, located 30 miles south of Berlin. The name Troll was an abbreviation of T. Ouren roll and it was only available for purchase by card-carrying East German communist party members. In fact, when a member bought one, it came with a little communist party flag.

The Troll is powered by an MZ ES 150 derived and modified engine, which was cooled by a belt-driven fan (a dash panel-mounted light indicated that the fan was working).







Rob Carter with his pride and joy



“Research via the DVLA has revealed that there have only ever been four of these machines registered in the UK”

The engine produced 9.5hp, which powered the scooter up to 90kph/56mph (the most powerful scooter model the Ludwigsfelder plant ever built). It had a kerb weight of 122kg. Its distinctive looks were enhanced by the Earles-type suspension fitted to the front end (both front and rear suspension units had a very long travel). The wheel size was 14in. Advanced design features included aluminium mudguards and legshields, plus a resin impregnated cardboard glovebox.





A resin-impregnated cardboard glovebox was fitted as standard



Hidden underneath this seat cover is the original seat cover



Indicators units were fitted to the ends of the handlebars – something of an innovation at that period of time. The Troll was also marketed by MZ and sold by it as the Berlin S model.

The scooter featured here was originally purchased and restored by well-known vintage scooter enthusiast Martin Plummer in 1990. When Rob originally purchased it, Martin told him that it hadn't been run for four or five years; so Rob has – in his own words – recommissioned it. He didn't require any parts to be able to do that but, surprisingly, most items are still readily available in Germany.

HEN'S TEETH

Research via the DVLA has revealed that there have only ever been four of these machines registered in the UK. Again according to DVLA records, two of them have been scrapped over the years, leaving just this example, plus one other (which is, apparently, in a very bad condition and will likely never be used on the road again).

That leaves Rob's scooter as being the only roadworthy example still running the UK roads – a very rare scooter indeed!

Words/images: Mau

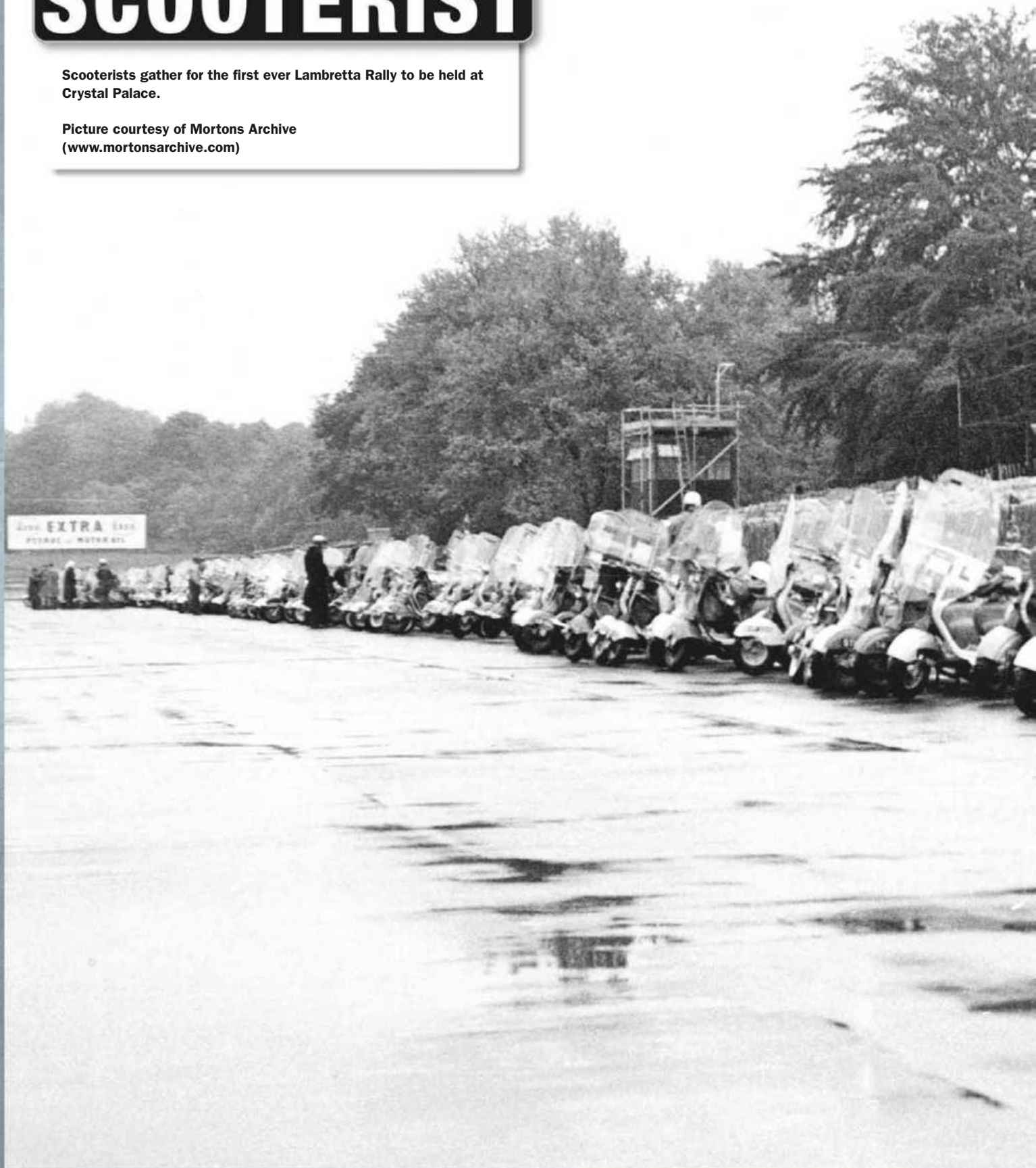
Examples of Troll brochures



BACK IN THE DAY CLASSIC SCOOTERIST

Scooterists gather for the first ever Lambretta Rally to be held at Crystal Palace.

Picture courtesy of Mortons Archive
(www.mortonsarchive.com)







LAMBRETTA

Model D Mk1



Every year Calne in West Wiltshire fills with two- and three-wheelers for its popular Bike Day. Among the vast array of bikes this year was a selection of scooters, including Neil Wicks' 1952 Lambretta Model D.

Tucked between a pair of 1950s British twins it would have been easy to miss Neil's Lambretta, but with its owner and restorer (resplendent in a pair of bright blue overalls and period silver 'bone dome' helmet) acting like a beacon, there was no shortage of people inspecting his bike.

Neil is well-known by West Country scooter aficionados for his enthusiasm and knowledge on Lambrettas and as I later discovered, this is a passion that was ignited long before he was old enough to ride on the road. Neil takes up the story...

My dad had a 125cc Vespa when he finished his National Service, but he wasn't very keen on two wheelers and when my older brother reached 16, dad steadfastly refused to let him have a bike. When I was 14 I saw an old Li 150 Lambretta in someone's back garden. When I enquired about it the lady told me to take it away before her husband came home.

At that time I had little or no knowledge on how a two-stroke engine worked, but after a lot of trial and error I eventually got the motor running again, and after treating the bodywork to a layer of hand-brushed paint, my first 'restoration' was finished. It was in

an era when there were lots of scooters lying unloved in sheds and under tarpaulins in back gardens, and over the years many others came my way for little or no money. Nowadays, most of these have largely been snapped-up and restored, but if you keep your eyes peeled, original examples still turn up from time to time and my wife Jackie saw the model D advertised on eBay in 2013. I was outbid, but for some reason the sale fell through, so the seller contacted me and with the price agreed I was soon off to Birmingham to pick it up. He'd actually owned it since 1960 and used it as a field bike as a teenager. But it had seized solid and been dumped in a shed for the last 40 years. There was no V5 or number plate and it was understandably extremely rough, but at least all the major parts were there, making it the perfect restoration project.

Although it's now 60 years old, spares are still readily available from specialist suppliers and I managed to locate a new crank (this was what had seized) along with piston, clutch plates and all the bearings and seals from The Casa (House) of Lambretta and Rimini Lambretta. I did all the engine work myself and I also did the preparation on the bodywork and 'shiny bits' before they were farmed out to





Dominique and Scott at Excel bodyworks in Radstock (01761 431544) and S&T (01454 313162) in Yate, who both did excellent jobs with the paintwork and chrome plating. The tyres, cables and seat covers came from Dean Harvey at Scootopia in Weston-super-Mare; I guess from start to finish, the whole restoration took around 12 months to complete”.

After years of lying unloved in a shed, Neil's Model D was up and running again by early 2014; it ran sweet as a nut and all was ready for its first long run to Woolacombe (a destination which as Neill recalled was never reached).

“After a few small runs with a friend on his Model C, I was confident the bike could handle a 100-mile run to Woolacombe; but sadly, on the way, there was a loud bang and it ground to a halt. It was obvious that it was something terminal that couldn't be fixed at the side of the road, so after waiting six hours for the breakdown van to turn up the bike and I were eventually repatriated to Wiltshire. With the engine stripped in my workshop the cause of the breakdown was quickly diagnosed – the crank had snapped! Thankfully, during the course of the restoration I'd managed to pick up a spare engine with an 'as-new' crank, so it was a relatively straightforward job to strip this

out and transfer it into the Model D's original cases. After carefully running it all in again, my first long run was down to Weymouth for the end of year rally – it ran perfectly – and this year I've used it on a couple of UK rallies and I also took it to Austria for the EuroLambretta gathering. Needless to say, it went most of the way on the trailer until the scenery got too nice and I rode the last few miles to the rally site”.

Neil has done a superb job in bringing an old field bike back to life, but just from our ride through the lanes of West Wiltshire I can imagine that it's not the sort of machine for tackling too many steep mountain passes. There's a big gap between second and third

in the three-speed box and even on a modest climb it had to be snicked into second to keep a decent forward momentum. On the flat, its top speed is around 40-45mph, which feels like 70mph with the very small wheels – and the pair of single leading shoe brakes are decent enough for the weight of the machine.

There's no doubt when it was introduced in the early 1950s it brought an air of style and sophistication to the burgeoning scooter market and 60 years on it's still guaranteed to put a smile on your face. It's a little gem!

Big thanks to Neil and Jackie for their time and hospitality.

Words/Images: Andy Westlake

MODEL DS CONQUER BEN NEVIS!

In June 1957 Geoff Parker and Lewis More collected their brand-new Model D 150s from Edinburgh Lambretta agents, Alexanders. They then rode 140 miles to Fort William, running-in their bikes as they went.

On Sunday, June 16, they set-off up the Ben Nevis goat track, accompanied by 13 'hikers'. The Lambrettas had to be manhandled (frequently), in temperatures of over 80°F (27°C). At 2000ft, Lewis More gave-up due to clutch slip. Parker pressed on, eventually making the summit (4400ft); only seven supporting 'hikers' were still standing. It took another two and a half hours to get Geoff back down and 17 miles were recorded on the odometer, though wheel spin accounted for a fair bit of that!



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In 1976 that hairy-arsed 1000cc triple was the fastest production bike anyone could buy, with a blistering 140mph on tap. But Laverda started out in 1949 by making 75cc motorcycles. Five years later annual production peaked at 9000, thanks in part to success in Italy's long distance races like the Milan-Taranto. Yet towards the end of the decade, the numbers of motorcycles built steadily declined, until in 1958 only 200 rolled out of the Breganze factory. What happened?

Cheap cars and even cheaper scooters had trashed the motorcycle market. The Fiat 500 was launched in 1957, while the stylish Lambretta and Vespa turned Italy scooter mad. The bottom line is that motorcycle manufacturers like Laverda were going out of business fast. And if you can't beat them you might as well join them.

"More Lightweights – More Scooters" screamed the headline for Giovanni Luraschi's report on the 1959 Milan Show. "Italy's motorcycle industry, now recovering after two years of decreasing sales, shows no tendency to depart from the established selling lines in the many new models offered," wrote Luraschi. "But there is a fresh emphasis on two existing trends. Export possibilities have stimulated a new resurgence of interest in the scooter – here, in the home of the scooter – and Italian manufacturers, already so lightweight conscious, are setting their sights yet lower in the capacity scale. Hopes fostered by the European Common Market are responsible for new export possibilities – especially among concerns with less massive home sales than Vespa and Lambretta".

Luraschi took his readers around the stands at the Palazzo Della Meccanica and noted the latest offerings from Iso, Capri and Guizzo before stopping at Laverda's display: "Here was an excellent example of the ultra lightweight scooter, the 50cc Laverdino. In Italy it ranks as a cycle-motor, so it needs no registration plate and its rider (anyone aged 14 and over) needs no licence."

Designed by Luciano Zen and finished in a startling canary yellow, the Laverdino – also available in sunset red or ivory white – looked stylishly chic. But the bodywork hid a nice surprise. The vast majority of 50cc scooters used a two-stroke engine because it was cheaper to make and also weighed less than a four-stroke. But Laverda had always used four-stroke technology, so its new baby featured a tiny pushrod engine with a bore and stroke of 40 x 39mm. This would give much better fuel economy than a two-stroke, and Laverda boasted that it could deliver an astounding 200mpg.

As you'd expect, the engine was fan-cooled and a flywheel magneto supplied current for ignition and direct lighting. The two-speed gearbox was controlled by the left twist-grip and the single-plate clutch ran in oil. There was a gear primary drive, final drive was by chain, and the Laverdino was shod with 2.50 x 9in rubber. Both wheels carried 110mm brake drums.

The little Laverda featured a neat trailing link front fork, while the swingarm was bolted to the unit construction engine that pivoted on rubber bushes mounted on the rear of the pressed-steel frame. Undamped coil springs provided the suspension at both ends. The box section main frame, weathershield and rear apron were all steel pressings welded together.

A generously sprung saddle was bolted to the top of the 4.5-litre petrol tank, which was hinged at the front and could be lifted open to reveal the oil filter and dipstick, and the spark plug and carburettor. Protruding through the petrol tank was a steel rod that rested on the carburettor tickler so that it could be flooded for cold starting. The petrol tap was mounted on the bodywork between the rider's legs. Three rubber mats lined the floor – the middle mat covered the lid of the tool box, which was inside the main frame. Gassed up and ready to go, the Laverdino weighed 118lb (53.5kg). Laverda's ultra-lightweight scooter

cost 87,000 lira (about £50 then) while the latest Vespa 125 carried a 122,000 lira (£70) price tag.

Ultra-lightweight scooters, mini scooters, micro scooters, scooterettes... call them whatever you like. But in Italy they were limited to 40kph and it was illegal to carry a passenger. Those limits didn't apply in the UK, where it was unveiled at the 1960 London Motorcycle Show at Earls Court. Importer Scootermatic, of Aspley, Nottingham, had asked for the compression ratio to be upped to 7.5:1. That was enough to deliver a whisker over 2bhp at 6000rpm, and a top speed of 57kph (35mph). Now with a speedometer – not needed for the Italian market – and a chrome-plated rear carrier fitted as standard, the price, including purchase tax, had grown to an astounding £93 9s.

In early April 1961, Massimo Laverda, the 22-year-old son of founder Francesco, and works competition rider Lino Marchi, rode from the factory in Breganze, across the Alps via the Brenner Pass and through Germany and Belgium to London. There they met Francesco and the press next to Big Ben for a photo opportunity. The little Laverdas had completed the epic trip on less than six gallons each. And that meant there was enough cash left over for a posh reception at the Savoy Hotel.

The Laverdino was given a three-speed box in 1962 when a 60cc version also joined the line-up, but they were too expensive to be big sellers. Production ended shortly after, although Montesa continued making the 60cc model under licence in Spain until 1965. At least the little Laverda helped keep the company going through the tough times. Those Jota riders owe the micro-scooter a maxi vote of thanks.

Words/images: Phillip Tooth

Credit: If you like the Laverdino you'll love the Bariaschi Museum in Italy (www.piccolomuseodellamoto.it).



The 1990s Vespa 50 story

After publishing the Vespa 50/Japanese market article in the last issue, we were contacted by 'Big Chris', who provided some more background information. He takes up the story.

Back in the mid-1990s Piaggio decided to do limited production runs of the small frame Vespas mainly destined for the Italian home market as part of the Vespa 50th anniversary celebrations and for Japan, fuelled by the emerging Retro/Mod scene of the time.

I was informed that Piaggio would only produce the small frames in batches of 100s, so if, for instance, the Japanese ordered 150, then Piaggio would produce 200 with the other 50 small frames somehow making their way out onto the rest of the European market. Whether this is fact or fiction is something that only Piaggio can answer, as there is very little

information on these machines available. But whatever the truth is behind the small frames appearing in Germany I, for one, am glad that they got there.

My story with the new small frames begins back in 1998. While reading a copy of Scootering magazine from around that time there was a feature comparing the Vespa PK 50 and the Vespa 50. The article compared the looks, styling, handling and performance of these machines. Right at the very end of the article it stated that it was still possible to purchase a brand-new Vespa 50 from a shop in Germany called Der Rollerladen (which simply translates as 'The Scootershop').



Hella German specification bar end indicators



Four gears as the original 50 Special and a GS Style switch for the indicators



The poor headset casting is another example of the poor quality control of that time



As like so many classic scooterists in this country I cut my teeth on a Vespa 50 Special. It was cherry red and one of the last dozen to arrive in England before the PK range replaced them. I purchased it brand-new from Armandos in Sheffield on January 4, 1984. I've always regretted selling it, but back in those times many of us didn't collect, hoard and cherish our scooters like we do today.

So with the possibility of being able to get my hands on another new Vespa 50, I contacted Scootering, was given the number of Der Rollerladen in Germany and gave the shop a call. The phone was answered by a very friendly and helpful guy called Thorsten. I explained my reason for calling and during our conversation regarding the little scooter he tried to verbally describe what model 50 it was, (you have to remember that back in the Nineties the internet was still not a household item for many, and it definitely wasn't in my house). He kept on telling me that it was a Vespa 50 Special with four gears and a round headlight. Now to me, the 50 Special did have four gears, but had a rectangle shaped headlight and a plastic horn casting.

The conversation kept going round and round until he said that the headlight was

most definitely round like the Primavera; to this I jokingly asked if he had any new Primaveras, to which he replied in a typically German, straight to the point manner "Yes of course we have!" as though I should have already known this. I couldn't believe what I was hearing and just to make sure there was no mistake, I asked him to fax a picture over so I could confirm that we were talking about the same scooter.

When I saw the black and white fax (which was an article taken from a German scooter magazine on the brand-new remade ET3 Primaveras) I couldn't believe my eyes and called the shop the very next day to place an order for a Primavera, rather than a 50, for reasons of increased power and practicality.

With the ferry booked and a route planned, I set off on what was to me at the time a mammoth journey down into deepest Bavaria to collect the scooter. After 26 hours behind the wheel, only stopping for fuel, to grab a coffee, and to ask for directions, after getting lost everywhere possible, (remember this is also pre sat nav and fancy mobile phones), I found my way to the best scooter shop I had ever seen at that time.

There were Vespa and Lambretta scooters

all over the place, classic and trick bits on show and even a scooter museum through a doorway behind the counter. It was a classic scooterist's winter wonderland, especially as it was late November and very beautiful down there with all the snow at that time of year.

My time at The Scootershop in Bavaria went all too quickly and I was soon loading up the Primavera and getting ready to head for home. As we said 'auf Wiedersehen' Thorsten gave me something to think about on my long journey by asking if I would be interested in importing any more of the ET3s to England. This definitely gave me food for thought as I drove on for mile after mile on the snowy autobahn.

By the time I reached home I'd made up my mind and decided to give it a go. So an advert was placed and with three more Primaveras ordered I set off in February on the long journey back to Der Rollerladen, this time managing to complete the trip in only 19 hours.

On my return I contacted Scootering to ask if it wanted to do an article on these new machines, which it did, producing a fantastic three-page write-up, which was the best advertising I could have wished for.

Orders kept on coming and everything was

OPERATION AND MAINTENANCE
EMPLEO Y MANUTENCIÓN

VESPA 50S



PIAGGIO



looking great. Then, in the summer, I called to place another order and was told that Piaggio had ceased production, permanently, and there were no more available. It was a very sad day.

During my many trips to Germany I had always tried to go a different route to give me the chance to see and experience a little bit more of this beautiful country. While exploring I'd visited several other scooter shops and one such shop was the Scooter Center in Koln, from where I would eventually import the Vespa 50s.

To me the Vespa 50 is pure and simply perfect, no chrome embellishments, no stripes – not even an ignition switch, just a basic Vespa with the lowest cubic capacity possible and very beautiful.

Initially, I imported three of the new Vespa 50 Specials, two in dark blue and one in hippy rosso (what a brilliant name for a colour). I again placed an advert and even persuaded Scootering to come and do a feature on these machines. But the phone hardly rang, just



a few calls from people wanting to get the lowdown on the 50s, but only two definite orders were placed. The Vespa 50 is a beautiful machine there is no doubt, but in real terms for the British scooter scene at that time it just wasn't practical for use with its low engine capacity.

So in 2000 I returned one more time to collect the last brand-new 50s from the Scooter Center in Koln. On this trip I imported one black one (which I still own today in original mint condition) and two in dark blue,

which when the crates were opened in the shop we discovered they had both been damaged in the factory prior to painting. It demonstrates just how bad Piaggio's quality control was at that time. It was one of these last imports that appeared as the subject matter of the last issue's feature, and after speaking with the present owner, it still bears the factory damage to the horn casting.

I fitted a new original headset to the other damaged one and sold it at a discounted price. This left me with two (the hippy rosso



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Führerschein I
Führerschein III

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The exhausts were never painted – just clear lacquer over bare steel



and the featured dark blue one). After trawling them up and down the country to shows and parts fairs, where there had been plenty of interest, but no real offers to buy, I eventually sold them on to a dealer at cost price just to break even.

I always wished I'd kept one of the Primavera's and in 2010, while I was desperately trying to keep dry at the very wet EuroLambretta in Spain, I was told of a Japanese company that was still advertising new stock Primavera's. On my return home I followed up this lead, but was eventually informed that the advert on the internet was about three years old and there were only the new 50s left. But strangely there were also the new Vespa 100s advertised for sale. They looked the same as the 50, but with the higher cubic capacity. I had never encountered these on my trips to Europe.

In total, I imported seven brand-new Primavera ET3s to England – one in silver, one

in vintage white, two in candy red and three in British racing green metallic.

Along with these I also imported five brand-new Vespa 50 Specials – three in dark blue, one in hippy rosso and my black one. These are just the machines that I personally imported, but who is to say that other individuals with contacts overseas didn't do the same around that time and since then?

So the actual number of the 1990s new stock small frames that ended up in the UK is not known. But from wherever and however they arrived here, in my opinion it can only be a good thing and in recent years there seems to have been a growing interest in the small frames.

Prices are now at a premium for a good example, with quite a few quality used machines being imported back to Europe from Japan, and you must admit they really are little funky mopeds!

Big Chris



There's a Vespa 50 in white (the sister to my black one) that stands proudly – still in a new and unused condition – at the Scooter Center.

It also has about 30 quality used small frame Vespas that it imported from Japan, which start at 999 euros.



The Rallymaster

In June 1961 Lambretta Concessionaires launched the Rallymaster, a machine that was put together to appeal to 'trials and sporting scooterists' – it was a ploy to move Series 2 Li 150 stocks, as the Series 3 wasn't far on the horizon.

Prior to the official launch Lambretta Concessionaires had built a prototype Rallymaster that was ridden by Alan Kimber in the 1961 Welsh Three Day Trial. The November 1961 issue of *Scooter News Mechanics* shows Alan sat astride his Rallymaster, complete with its Croydon registration of YBY 349. In fact, that image is reproduced on the opposite page (thanks to Stuart Lanning at the Lambretta Museum in Weston-super-Mare for sharing it).

So why the mystery? Well, look at the photograph a little closer. Notice anything? OK, so the scooter has front dampers fitted – not a standard fitment on the Series 2 Li 150, or on the Rallymaster. Seen it yet? Look a bit further back, go on, keep going, stop, that's it, the sidepanels read TV 175. With the sidepanels resplendent in Rallymaster stripes, you can clearly see the TV 175 sidepanel badges.

Initially, I thought that the sidepanels had probably been a set lying around at Lambretta Concessionaires and then simply plonked on a Series 2 Li 150 as part of the Rallymaster mock-up. But no, that doesn't appear to be the case.

So I did a bit of digging through my stash of old scooter mags. The July issue of *Scooter News Mechanics* has a piece on the Rallymaster launch and that model is clearly a Series 2 Li 150 without dampers at the front and no TV 175 sidepanel badges. So, why was the machine in the Alan Kimber photograph sporting TV 175 sidepanels and dampers?

Alan Kimber and his Rallymaster were to

appear in *Scooter News Mechanics* on a number of occasions. The December 1961 edition shows Alan competing in the Welsh Three Day Trial, competing as competitor number 31 and riding what is clearly a Rallymaster. Closer inspection of the images shows the front dampers, but no images of the sidepanels.

In the magazine's April 1962 edition there's a feature on Alan. The article sheds a lot more light on YBY 349. In 1959 Alan used YBY 349 as his ride in the 1959 Manx rally – it appears as a standard TV 175 machine and

has a spot and foglight fitted at the front. In 1959 the scooter is still finished in standard TV 175 colours, and due to the black and white picture it's hard to tell if this is the pale yellow or baby blue scheme. The machine is shown again during the 1960 International Six Day Trials in the Tyrol and again it's a standard TV 175 machine, but it's looking battered and bruised (probably from the number of sporting events that Alan took part in). In fact, the headlight rim appears to be held on by black gaffer tape.

If you look at the image by Erwin Jelinek





in which Alan has his sidepanel off, you can see the number plate showing YBY 349 and a grab handle fixed at the rear of the scooter – a similar item to the one that would appear on the Rallymaster models.

By the time of the 1961 Colmore Trial, as competitor number 7 (Alan's lucky number) the machine is painted as a Rallymaster and has the sidepanels stripped and turning front mudguard etc as fitted to the production Rallymasters.

Although the article talks about Alan's scooter, it doesn't go as far as calling it a Rallymaster. It states that the machine that he rode in numerous events is the one he continued to ride, YBY 349. It's important to note that Alan worked for Lambretta Concessionaires as its South-East England sales manager. Now you would think that this would have given him a good headstart over anyone else. Not so, his scooter was basically a standard TV 175 with a crank off the shelf. The barrel had some polishing carried out to the ports, which were also slightly enlarged. The exhaust had one or two peculiar internals (Scooter News Mechanics' words not mine) and the carburettor settings had been the source of much experimentation.

But the power to Alan's elbow came from the scooter's gearbox, which featured a special set of gears cut specially by Innocenti. The first and second gears were from a Li 125, the third gear from a Li 150 and the fourth from the TV 175.

Added to these refinements (as Alan called them), were a four-inch wide back tyre; the exhaust had reinforced brackets and had been strengthened, but it still wasn't as tough as Scottish rocks! Underneath the scooter was a special steel skid tray to protect the underside.

So why did Lambretta Concessionaires



use Alan sat on his TV 175-based machine as opposed to using a standard Li 150 Rallymaster? Who knows?

Alan Kimber was a well-known name in scooter sport at the time. He had used the TV 175 as his sporting machine and I guess when it had been battered and bruised for a couple of years he had an overhaul and the addition of the Rallymaster paint scheme and set-up.

You have to say that Kimber was a well respected and popular scooter trials rider and it wouldn't be too far from the truth to say that

Lambretta Concessionaires had provided him with a machine to trial and then, when it had been battered and bruised, gave it a spruce-up and its freshly painted Rallymaster sidepanels.

As for the myth of the Rallymaster TV 175, well there isn't a myth. As we know, the Rallymaster was built around the Li 150 and Concessionaires would appear to have simply spruced-up Alan's machine and the photo appeared in magazines of the time with no-one picking up on the fact that he was sat on a TV 175 and not a Li 150.

Colonel Mustard



American Pickers is a TV show that many non-Americans are not familiar with. The idea is a sort of reverse Antiques Roadshow in which antique dealers turn up at random houses and buy antique ephemera and such from unwitting owners of odds and ends that have a value to collectors.



Unusually and uniquely, a scooter has turned up after being dug out by these persistent 'Pickers' – a very special scooter indeed – a 1962 Vespa GS 160.

THE 'NEW' GS

Following a minor accident and with only 11km on the speedometer, the owner had stored it in his basement until recently. Ordered new from Piaggio in Italy and shipped to the US in 1963, the scooter came, unusually, with all the 1963 GS MkII upgrades (legshield, glovebox, mph speedometer and all mounting hardware). These items had never been installed and were in the original Piaggio packaging. Also included were two of the original shipping crate sides.

This scooter was almost untouched and as it was when it left the factory, even down to the original spark plug, nibs still on the tyres, with everything looking brand-new (including the seat, grips and all body rubbers) in an amazing factory-fresh look.

The downsides were slight scuffs on the engine side cowl, front mudguard and legshield trim from the accident, as well as slight paint checking and pitting on some of the chrome from it sitting in a basement.

THE SALE

This scooter is a true time capsule and came to Gran Sport Cycles of Davenport, Iowa, USA, through Mike Wolfe of American Pickers, because of the company's experience with Vespas and the Gran Sport model in particular.

The GS was listed on eBay with a reserve \$13,000, but achieved an amazing winning bid of \$20,199.99 (approximately £13,042). The world's dearest ever GS 160 perhaps?

Vespita



Adjustments to the V765 Scheme

Amid some initial confusion, here's an explanation to the recent changes.

Until the late-1970s the UK vehicle registration system was based solely on paper records held by local authorities (city, borough and county councils). In the mid-1970s a move was made to transfer the records to a centralised computer system. This started to happen when tax discs and new computerised registration documents were issued.

Anyone owning a vehicle that wasn't taxed during this time was given several years to send in their old style RF60 logbooks so that the details could be recorded on the new system. This option ended in 1983 and any registrations not logged on the DVLC (as they were then) computer were technically lost, but they could be re-claimed under certain circumstances.

Until recently, the V765 Scheme enabled scooter owners to retain their original registration numbers by applying to keep them and, in order to do that, by supplying evidence linking the registration number to the scooter. The evidence that could be provided was either the old RF60/VE 60 logbook, pre-1983 tax disc, pre-1983 MOT certificate, or a copy of the original register entry for the scooter.

The system worked and was in operation in

that form until recently. As you will all know, the local DVLA offices have now closed and all DVLA functions are based in Swansea. This has also meant a change to certain things, the V765 Scheme in particular.

New V765 forms were issued (these can be identified by the numbers 8/14 in the bottom right-hand corner of the form) and new criteria specified. The rear of the form now specifies that you will need to enclose evidence that links the vehicle to the registration number. In essence this means linking the frame number and the registration number.

WHAT IS CURRENTLY ACCEPTED AS EVIDENCE?

The only types of evidence that are now accepted under the scheme are as follows:

1. The original old style logbook (RF60/VE60)
2. Archive or library records that show the registration number of the vehicle and the chassis number
3. Any other pre-1983 documentary evidence linking the chassis and the registration number.

There is no longer the facility to use old tax discs or old MOT certificates as the chassis numbers are not written on these.



Driver & Vehicle Licensing Agency

Application to register a vehicle under its original registration number

V765

Please see the notes over the page before you fill in this form
Please write clearly in black ink using CAPITAL LETTERS
For more information go to www.gov.uk/vehicle-registration

1 Vehicle details

Original registration number you are claiming: _____

Make: _____ Model: _____

2 Your details

Your name: _____

Your address: _____

Contact phone number: _____

Contact email address: _____

3 Documents we need

You must provide the following documents.

1. A filled-in form V55/5 (or V5A/V5C showing the current registration number)
2. A recent photo of the vehicle
3. Evidence to link this number to your vehicle (examples of acceptable evidence are shown in section 5, over the page).

Please specify what evidence you are providing: _____

4 Declaration

I declare that I am the keeper of the vehicle, which I believe is the same one that originally carried the registration number I am now applying for, and I accept that it is issued on a non-transferable basis (I will not be able to transfer it to another vehicle). I confirm that the vehicle exists and that it is a complete vehicle. I agree to produce the vehicle for inspection if I am asked to do so.

Signature: _____ Date: _____

5 Vehicle Owners Club use only

Club Stamp/Address: _____

Year of manufacture: _____

It is standard practice for clubs to inspect vehicles. The inspection should be carried out by someone not associated with the applicant.

Was the vehicle inspected? Yes ☐ No ☐

If yes, where and when? _____

If no, use a separate sheet to explain why and how you are satisfied this is the genuine vehicle.

Do you recommend that we accept or refuse the application? Accept ☐ Refuse ☐

If refuse, explain why: _____

Name: _____

Signature: _____ Date: _____

8/14

If you have a barn find or you have bought a scooter that still has an old registration plate, but no paperwork, then a V765 application won't be accepted – unless you can prove the registration number/frame number link.

If you have a scooter with an English registration number, then have a look on the following website to find a link to the relevant county archives: <http://www.oz.net/markhow/englishros.htm>

In order to find out where your scooter was first registered, have a look on the following website: www.motorcycle.co.uk/reference/uk-registration-letters-and-area-codes

It's important to remember that the first letter of your registration is irrelevant. For example, ABC 123F. Forget the A, it's not relevant; BC shows that the scooter was registered in Leicester, 123 are just consecutive register numbers and F shows that it was registered after the August 1, 1967.

No paperwork doesn't mean the end of the road, however. See where your machine was first registered and then contact the relevant county archive. If the archive has a record of the registration number then ask if you can have a copy and how much it will be.

Make sure you ask them if the record has the frame number on it – no chassis number means no retention of your registration number.

A word of warning though; if you have a London registered machine (and that includes those machines that were registered within the confines of Greater London), then don't even think of asking for any archive records for your scooter – they were destroyed years ago.

At the end of the day, if you get stuck and you need some advice, then why not ask one of the Vehicle Registrars for the various owners clubs, VCB, LCGB, VVC, VMSC or BLA? Asking costs nothing.

Pete Davies

The dreaded V765 form

**SOMETHING SPECIAL
FOR THE WEEKEND**





A Series 2 with a difference

Remember Craig Walker's bespoke-built 'Little Lamb' that we featured in issue 82? It was built by Wayne Swift, who had another project on the go at the same time – a very special Series 2 auto.

I first met Wayne when I was researching Craig's Little Lamb scooter for Classic Scooterist but he didn't mention he also had another Lambretta project on the go. So, after a recent call from Craig telling me Wayne had finished his Series 2 auto, I knew I had to revisit him to see what he'd created.

A background of being involved in motorsport with cars and motorcycles appears to have been a massive input for Wayne who has had some incredible ideas for projects and this 1961 Series 2 Lambretta is another superb part of his portfolio.

Starting with a basic restoration model, Wayne explained it was around 2011 when he purchased the Series 2 and also collected an Aprilia SR 125 motor that somehow he was going to fit into this 50-year-old scooter. This would be a huge challenge, not just to fit a round peg in a square hole, but to get it working so perfectly is amazing. Taking on all the work himself at the planning stage shows he was in it for the long haul – but I'm not sure he realised just how long and how many steps backwards he would take before moving on.

At first Wayne did all the machine work and prep on the bodywork himself, altering the sidepanels and shortening the rear footboards to accommodate the auto engine and give it that unique look. After sending the scooter out for the paintwork to be done, he found the mounting of the little 125 engine to be a bit of a problem – he tried different methods of silent blocks before coming to the conclusion that a rethink was in order. Using an Aprilia swinging arm was the answer after trying a

test ride on his block-paved driveway that made him think he was riding on cobbles due to the vibration experienced through the handlebars and footboards. It was back to the drawing board and the frame was changed underneath and the swinging arm fabricated into place – this completely transformed the feel of the scooter. As if that wasn't enough, on the return of the panelwork, Wayne felt it wasn't up to his standard, so he repainted the scooter himself – more work!

The frame loop is another master feat of engineering. Other auto conversions I've seen use a similar tubing structure to a motorcycle under the panels to allow the fitting of the engine and fuel tank. Not Wayne. He manufactured his own aluminium tank and used it as part of the framework by having some billet metal shaped to bolt to the loop beside the tank where the original toolbox fitted, giving the whole structure strength above the front of the engine.

Taking a look at the front and rear brakes fitted to the 12-inch wheels, I'd not seen anything like it before. Asking Wayne where we could get something similar, he said: "I don't know really as I machined all the hubs to take the disc brakes. As I have a project on the go with hydraulic front and rear braking, I asked if it was possible to run them on a balanced system. Wayne runs them separately and being an auto engine, he used the master cylinder on the right as normal, but with a reservoir from a quad bike on the left side for the rear brake, supplying each brake independently of each other.





“Riding along a country lane, the little 125 sounds good thanks to the handmade exhaust Wayne has built himself.”

The scooter brakes really well on the road with no difference in braking and they work together superbly. The motor did feel a little down on power, but Wayne explained that the engine needed setting up correctly, and it may need a dyno run to get it running exactly how he wants it. Another observation is just how level the scooter's appearance is. On many auto conversions, some scooters looked hunched-up at the rear due to the use of 12-inch wheels. But Wayne said he'd lowered the frame to compensate for this and it all looked spot-on, as near original as possible.

Riding along a country lane, the little 125 sounds good thanks to the handmade exhaust Wayne built himself. He explained it was another trial and error project and he's still unsure if it's totally finished, but I'm sure he won't stop until he gets it perfect.

Wayne isn't part of the scooter or rally scene himself, so I asked what made him think about such a project? A voice behind me spoke up. Wayne's brother-in-law had been part of the Rotherham scooter scene for years and owned a number of Lambrettas, so building a reliable one was a real challenge for Wayne.



It was hard to find anything that would need improving on the scooter, but I had to ask if there was anything else Wayne would do to it? “Nothing really,” was his reply, “apart from maybe some tuning parts, but they are not really needed – it's fine as it is.”

Any tips for those would-be engineers and builders out there? “Be careful of cheap Chinese parts; it will take you longer getting them to fit and work than spending a little more money and buying quality products – and don't add up the hours of labour,” he said. Wayne estimates the project has cost around £3000 – but he did all the work himself, so it comes to far more than that.

I'm sure they'll be more of these hybrid machines appearing on the scooter scene in the future. The ease of a twist and go motor



is very appealing to someone of a certain age who finds riding many miles using a clutch and gears only aggravates the old arthritis. But to have something with the classic lines of a Series 2 Lambretta and the modern-day Aprilia engine ticks all the boxes for me.

As a final note, Wayne wishes to thank his wife for being so understanding about the last four years he's spent on the project without actually just setting fire to it...

Words/Images: Addo

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An unrestored Li 125

Every now and then a hidden gem comes to the surface – in the case of Simon Goddard, this turns out to be a Lambretta Li 125 that has been stuck in a time warp for the past 45-odd years.

Simon's passion for scooters stretches back to the 1980s and was sparked-off by his local scooter club, the Burton Brewers, which used to meet up in the town on Saturdays. This was enough to hook him into the scooterist lifestyle. In fact in his earliest memories from that time, he can recollect going to Scarborough in his car and having to sleep in it because there were no B&Bs available.

His first scooter 'back in the day' was a Vespa PX 125 and he has owned many other scooters since, culminating in his current steed, a Serveta Jet 200.

So how did he end up finding his latest acquisition – the Li 125? Well, that came via one of Simon's drinking mates, both of whom have a local allotment (Simon, by the way, has become well-known locally for growing large onions; in fact his nickname is 'The Onion Man' and if this Li had been green, this article

would have had a very different title – Green Onions maybe)? Anyway, back to the plot. One day on the allotment his mate told him about a scooter for sale in Lincoln. The story went that Ray Vaughan's father had originally bought it (when it was a couple of years old) for Ray to use when he left school. It was meant as a surprise (the idea being that he could use it to go to work on). Ray kept it on the road for two or three years, but after coming-off it a couple of times he decided to park it up and that would have been in late 1968 or early 1969. That's where it stayed until 2015, when Ray heard his wife talking to a local scooterist about selling it. This was the first time that Ray knew about it and to him the sale wasn't about how much the scooter was worth as he just wanted it to go to someone who would restore and keep it – not to sell to make money (his intention was to donate all the proceeds to his local church anyway).



They don't make racks like this nowadays



A number plate and a tax disc are no longer a valid way to lay claim to a registration number



Genuine mileage from new



Inset: Rechromed, the accessories would be worth a fortune in their own right



Under the skin things don't look so pretty



SALE AGREED

Ray saw Simon as a genuine person who would stick to his ethos, even to the point of telling him that he could have the scooter for nothing. But Simon was having none of it and made Ray what he considered to be a reasonable offer (bearing in mind the amount of work that will need doing on it). So pictured here is the Li in all its glory. Simon's immediate plan is to get it running and roadworthy and then to use it for about a year so people can see and appreciate its' current

condition. Only then will he consider doing a proper restoration. One thing that Simon would like to do is retain the original number plate.

Unfortunately, because the scooter has been off the road for so long, the paperwork has got lost along the way, so there's no historic provenance. Add to this the fact that the DVLA is tightening up on historic registrations and has recently made changes to the way bikes can be registered and it's looking highly unlikely that he will be able to do this – which is a real pity, because it means

another piece of scooter history will fall by the wayside due to current legislation.

At the moment the scooter is at SK Scooter Services in Ibstock (Simon's favourite dealer), where proprietor Alan Downs will be helping him get it back on the road. If you live in or around the Burton upon Trent area, you could see the scooter back on the road very soon. Watch out for it.

Simon wants to thank Ray Vaughan for being given the opportunity to restore the Li and for entrusting its future to him.



The Derbyshire 150

Planning, it has to be said, is an important part of preparing for any scooter trial. Now that should have been a clue for me, but alas no.

A few months ago I applied to compete in the LCGB's Derbyshire 150 event; a circuitous 150-mile course through the Derbyshire countryside. Simple enough – with my application in I sat back to see if I'd been successful, as it was limited to 250 places. As luck would have it I bagged a spot, but still I didn't really look at my scooter, a 1964-built Series 3 Li 150 with an Imola 186 kit fitted and an NK exhaust.

Weeks passed and I started to realise that some preparation was required. The speedo I'd bought recently didn't seem to be working (you need to check your mileage when you run a thirsty Imola kit, even with the long range tank I have fitted). The problem lay in the cable not being connected. I reconnected it and thought the problem was solved, or was it? I looked at the scooter and thought the slopeback Ancillotti seat was fine, but it gave no space to use a rear rack (needed for a petrol can). An internet search found a Nannucci-style humpback seat that I purchased along with an Ulma rear rack. Now I had a new seat and somewhere to carry said petrol can. Preparation complete? Well, no! A check of my scooter's documents found that my MOT had just expired, so a new one was hastily arranged. Suffice to say the scooter passed with flying colours.

Due to work commitments I could only attend on Saturday, but that wasn't an issue – Leicester to Derby is a short hop, so all-in-all I thought it would be a complete trip of some 210 miles. On Saturday morning I rolled the scooter out and put waterproof trousers in my rucksack as rain was forecast. That should have been an omen, as by the time I reached



the outskirts of Derby, it started to rain and I realised the best place for my waterproofs was not in my rucksack! I pulled in for fuel, filled my tank and petrol can and donned my waterproof trousers for the journey to Derby Rugby Club. That was easier said than done and I got lost on more than one occasion. I found it in the end though and I should have taken that as another omen! Around this time my speedo decided that it no longer wished to work. It was down to guesswork for petrol stops! Yet another omen!

I signed in and received my route instructions, which didn't look too bad on paper. Steve Grant of the LCGB and his colleagues had done a good job organising the event and it showed, especially in the

nice plastic pouch the route came in, which attached round the base of my scooter's headset, so it could rest on the spare wheel carrier and be visible during the run.

Having met up with Sal, Luke, Waddo, Ricey (the Luna Owners Club display team) and Andrew Bleakley, our team was ready to go. Sal, Luke and Ricey were on Lambretta Vegas, Waddo on a Cometa, and Andy on his Lambretta SX200. We left Derby and headed towards Matlock, clinging onto the back of another group of entrants. I must admit that to anyone wandering through Matlock it must have looked impressive. The Lunas weren't hanging around and Luke showed what youth and a well set-up machine could do as he provided a nice fast pace, along with his dad.



THE JOURNEY BEGINS

Riding through Chatsworth estate I began to think that this was a nice easy route and a doddle – I was wrong! Somewhere, our group of six became separated from the group we'd joined the back of. No worries, I thought, we were in no rush and simply enjoying the ride. We continued on and saw a sign for Castleton. Knowing this was the venue for the lunch stop we pulled over and decided to head towards it, but we were now off the map, so to speak. We'd missed a turning for the A625 and were now on the B6049, a nice route, hampered by the odd car. At one point Luke, Sal and I passed a car and carried on, not realising that we'd left the others behind. We stopped at the B6049/A6187 junction and waited for them. After a while Sal rang Waddo telling him we'd gone wrong and had missed out part of the route. Given that we were so near to Castleton, we decided to head in and wait for the others to join us.

The town was quiet, except for ramblers and walkers. Picking a spot outside a café we waited and were soon joined by many other riders. They came from all directions and it was clear that it wasn't just us who'd gone off the map. I took this chance to empty the petrol can into the tank, which was looking decidedly empty.

Despite waiting we didn't see the others, so

we soldiered on. The route to Sparrowpit and Speedwell Cavern isn't for the faint-hearted, as it climbs quite steeply. We approached it and the two Vegas sped off. I got part of the way up and the Imola packed in. I stopped, kicked the scooter over, revved it like hell and tried again – no luck. I freewheeled back

down part of the hill to see if there

was another route. A few minutes later Luke and Sal came looking for me, so in effect they did the hill twice! Sal's advice was to simply bray the scooter up the hill in first. OK, sounds like a plan. So I revved up and went at it again. I took the hill in first, screaming the scooter, but making it to the top. If you ever get to ride that route on a scooter, do it, but remember Sal's advice – bray it up in first!

The route took us through Buxton round some nice sweeping bends and roads that proved to be a sheer joy to ride. Who needs motorways when there are roads this good – especially the Cat and Fiddle. I'm

sure the bikers outside the Cat and Fiddle pub didn't expect to see three Lambrettas shoot past!

Despite it being the Derbyshire 150 we headed into Cheshire and passed Macclesfield Town football ground before heading into Staffordshire. Things were going OK and we were making good headway (another omen) when we caught up with a line of traffic stuck

behind a slow-moving vehicle – well another Lambretta to be precise. We all managed to get past and shot off again.

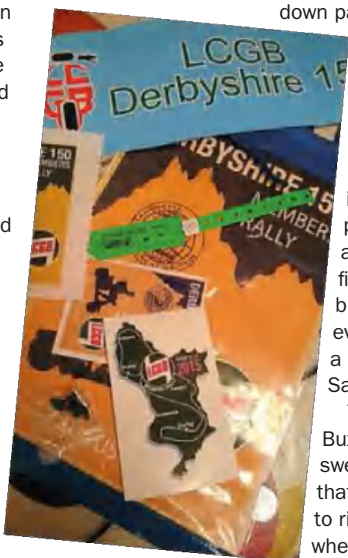
BREAKING THE SOUND BARRIER

Between Macclesfield and Ashbourne my scooter started to sound like a motocross bike. I knew I'd hit a pothole some miles back and thought I'd cracked the exhaust pipe (it was loud and revving away without me touching the throttle). We made the Ashbourne checkpoint and by this time I'd woken up half of the Derbyshire dales, including walkers in Dovedale, who looked bemused.

The trip from Ashbourne back to Derby was uneventful, though I was now going deaf from the exhaust! Arriving at Derby, I decided not to head back to the rugby ground as I needed to get back to Leicester and to be honest, the noisy exhaust was embarrassing. It had been a great ride, on some testing roads, with the hazards of walkers, slow-moving vehicles, micro climates, cattle grids a plenty, nice steep hills, plenty of sweeping bends and good company. All in all it was a winner. Arriving home the Lambretta was put away – I wasn't going to touch a red hot exhaust to find out what the problem was.

On Sunday I had the panels off. The exhaust wasn't loose and I couldn't see any cracks or fractures in it. What I did see though, was the exhaust gasket and studs had come out and there was a nice gap between the exhaust stub and the exhaust U-bend – hence the noise. I had envisaged buying a complete new exhaust, now it'll just be a gasket and studs.

Colonel Mustard



An unusual SX



At first glance this Lambretta appears to be just another standard Lambretta restoration – but take another look and there are some tell-tale signs that all is not quite right.



I think we've all used the old saying 'mine is bigger than yours' at some point in our lives, but possibly not quite as literally as Ruskington resident Graham Ward. You see, Graham has recently got back into the world of Lambretta ownership following a sabbatical of over 20 years with the purchase of this restored SX150 – a scooter that looks to be just another standard, nicely restored Lambretta.

On the inside of the legshields is a spare wheel (nothing unusual there, I hear you say) – but just take a look at the distance between the top of the wheel and the headset. Then there's the horncast; the position of the badge just doesn't quite look right; and sitting on the seat, you can tell something is most definitely not as Innocenti intended.

Graham bought the scooter from Cap 2 Roues, Vespa dealers in Antibes, France where it had apparently stood in the corner for a number of years. A local collector had it before the dealer and it was possibly he who had it restored and modified, as Graham told us: "Maybe he was a very tall chap!" It seems that at some point in its life the height of the headset had been raised by almost four inches! Take a look at the picture with a standard horncast and you can see the difference.

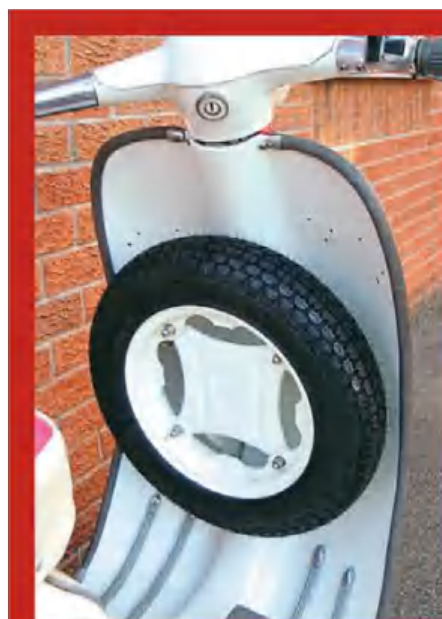
The work has been carried out to a very high standard and when first seeing the scooter, the thought was that maybe we had stumbled on a rare factory special, but having since

inspected the hidden areas, such as the fork stem, it's quite obviously it is not a factory modification!

Since getting the scooter, Graham has had it converted to 12-volt electrics, had a number of previous bodes put right and the scooter is now almost ready for use on the UK roads. If you happen to come across it at a rally or a

rideout, you may well end up asking yourself the same question we did, – why? The answer is that we will possibly never know, but what we do know is Graham's SX is most definitely bigger than yours!

Words/images: Jon Betts



Take a closer look. Notice anything unusual?...



...maybe a standard-length horncast will give you a clue

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BSSO season round-up

Following on from last year, 2015 has again proven to be an exciting season for the British Scooter Sport Organisation.

The dynamics of the BSSO changed as the dks race team had a break this season after winning the 2014 Group 4 championship. Riders progressed into other classes and all was set for a completely different and unpredictable year.

The British Scooter Racing Championship this year has proven to be one of the best for competitors, teams and supporters, with assistance and our main sponsorship coming from Casa Lambretta. For all information relating to BSSO groups/classes, memberships, fixtures and anything you will ever need to know, visit the website at www.scooterracing.org.uk

Ryan Clipstone, the 2014 Group 10 championship winner, had decided to step it up a gear with a larger capacity engine, moving into Group 6a. The reigning champion in that group, John Woods (PSN Tuning), who had dominated the class in 2014, was given some very stiff competition and the grid welcomed lots of other riders from other groups, such as Gary Biddle and Gary Peacock, making a healthy number of participants for the automatics. Joe Ravenscroft, a previous BSSO champion, slotted into position in Group 6a, showing true talent on his Daryl Taylor-tuned machine, but Joe did not compete in all meetings due to commitments on his 600 Honda with another club, meaning Ryan comfortably and deservedly took the championship for 2015, with John second

and Joe third. Justin Price also had a great season and was crowned 2015 Group 10 champion after returning to the BSSO at the latter end of the 2014 season. A big thank you to Andy Pearson at PSN Tuning for the support he shows the majority of the automatic competitors.

The geared classes were to provide some of the best racing to be seen anywhere. Group 4 saw an all-season battle for top spot from



Paolo Birtele



Chris Geyton (No.16), Phil Butterworth (No.75), Chris Redman (No.88), James Lancaster (No.81), Mark Cook (No.97), Tony Rudd (No.54)



Luca Zani and Luca Flischini

James Lancaster and David Bristow with little predictability in results from meeting to meeting. Darren Conneely (Team Replay 'Chalkie tuned') dominated the season from the start and also gave some of the Group 6 riders something to think about as he stormed his way through the first part of the season with a clean sweep of wins. Darren's form did continue – the only glitch being some bad luck at Lydden – and, in turn, he took the Group 4 championship and also the overall championship – many congratulations and such a deserved winner.

Group 6 wasn't going to be dominated by SRP Taffspeed riders Stuart Day and Damon Tunnicliffe (as it has been in previous years), with Mikey Bonett (JB Tuning) and Steve Conneely (Team Replay 'Chalkie tuned') making the move from Group 4 to 6. Damon, Stuart, Mikey and Steve battled hard all season, each sharing wins and also some DNFs and the title fight went down to the final race at the final fixture at Cadwell Park. Many congratulations to Damon for taking Group 6 in 2015 for the second consecutive year in only his second year in the Group, followed

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by Mikey, Stuart and Steven. There was some truly brilliant racing from all the competitors, and it was good to see some old faces returning, such as Ryan and Ralph Saxelby, and also Casa Lambretta racing with us again at our final fixture. Many congratulations to Steven Last, our 2015 Street Class champion – a great group for new starters. Visit the website for more details.

Casa Lambretta will provide continued support in 2016. We look forward to seeing you all.

Words: Jayne Morris/Chris Cook

Images: Lee Hollick Photography

STOP PRESS

Plans for a new production scooter racing class have just been announced – see next issue for full details.



BSSO/CASA riders group shot

Championship winners for 2015

GROUP 4 & OVERALL CHAMPION DARREN CONNEELY

Sponsor: Team Replay
Tuner: Paul 'Chalkie' White
Background info:
Raced in Group 4 for three years

First 2015 championship win in this class
Second win in Group 4 championship (consecutive) for 'Chalkie's' engines



GROUP 6 CHAMPION DAMON TUNNICLIFFE

Sponsors: Team SRP Taffspeed; Coastal Trippers Scooter Workshop; VE (UK)
Tuner: Paul Baker
Background info:
2001-sprinting Santa Pod class win
2004-highest placed 'Novice' award
2005-best up-and-coming 'Young Rider' award
2010-2nd Group 10 (autos), 3rd

overall championship
2011-4th Group 10 (autos)
2012-1st Group 10 (autos), 2nd overall championship, highest-placed Piaggio
2013-1st Group 10 (autos), 2nd overall championship, highest-placed Piaggio
2014-1st Group 6 (Specials), 1st overall championship
2015-1st Group 6 (Specials), 4th overall



STREET CLASS CHAMPION STEVEN LAST

Sponsor: Team SRP Taffspeed
Tuner: The Scooter Doctor
Background info:
Raced in Group 6 in previous years coming fifth
First time racing in this championship and now 2015 winner
Ninety-nine finishes in the 101 starts
Very reliable and consistent scooter!
All work completed by the man himself aka 'The Scooter Doctor'

GROUP 6A CHAMPION RYAN CLIPSTONE

Sponsor: Team PSN 'Andy Pearson'
Background info:
Raced Motocross for six years before joining BSSO
Raced for four years with BSSO
2014-Group 10 championship winner
2015-Uffy Memorial Race winner
2015-Group 6a championship winner



GROUP 10 CHAMPION JUSTIN PRICE

Sponsor: Carl Neath; VE (UK); Thanks to Down Town Custom (DTC) for paintwork
Background info:
1995-6th in Group 5
1993 to 1996-raced for AF Rayspeed
Passengered Mr Scooter and Graham Woodfinden in scooter sidecar
2014-came back to BSSO in Group 10
2015-Group 10 championship winner

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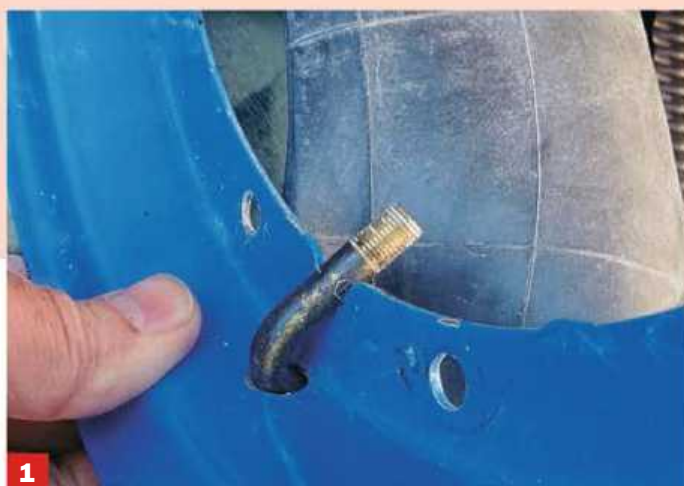


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Tyre fitting

Decided to undertake a simple task – fit a tyre to a wheel. Hmm...?

The picture marked '1' shows a Michelin Airstop valve resolutely not sitting in the correct position on a Vespa rim. The picture marked '2' demonstrates how a valve should sit if the thing was made properly in the first place.

The Airstop valve is too short before the bend, as it exits the tube to allow it to pass at an acceptable angle (approximately flat with the road when fitted to a hub) over the cut out in the rim halves. To try to utilise the Airstop would leave the valve difficult to access and the tube rucked up and stressed inside the air chamber – a possible danger. Something else for the rubbish bin? It has been suggested that the tube might best be used on a wheelbarrow.

Old hands might smile, but on the grounds that tyre fitting is a regular maintenance chore, it's a good time to revisit methods of undertaking a relatively simple job that can have a few pitfalls, including the one that I have already mentioned...

METHOD...

Removing the tyre from a split rim is quite easy if the inner surface of the rim does not have a death grip on a rusty surface. First, fully deflate the tube. Place the tyre/rim on a flat surface – on carpet to protect the paint. Tread around the tyre using full body weight. Reverse the tyre and repeat from the other side. With luck (and a good painted inner surface) the tyre bead should be forced towards the middle of the rim halves and, after removing the holding nuts to the rim studs, can be pulled off by hand.

Problems arise when water has penetrated between the rim halves and the inner surface has rusted. In the case of a very old rusty wheel rim the best advice is to throw the ensemble in the bin. If that's undesirable in the case of a wheel set from a vintage machine, it's worth trying tyre levers – start with bicycle plastic levers and, if all else fails, the traditional steel type. Of course, steel



levers will inevitably damage the paint. Work the levers in gradually around the rim and tyre bead, slowly easing the tyre into the rim centre.

REFITTING A TYRE

Clean up the rim halves. If they're rusty, grit blasting and a repaint is in order – powder coating provides a tough surface and is difficult to damage with tyre levers in the future.

Using talcum powder, liberally rub it into the tyre interior and onto the new tube surface. Pump the tube up so it inflates to a soft round sausage shape and insert it into the tyre casing (**pic 3**).

Pick the rim half with the hole for the tube stem and bend the valve tube stem so it sits in position without removing the tube from the tyre. Now this is where the novice can go badly

wrong... With 10-inch wheeled scooters there are, somewhat confusingly, two types of tube. One has a valve stem with a 30 degree bend – this is for a Lambretta (**pic 4**). The alternative tube has a valve stem with a 90 degree bend – this should fit Vespa-type rims (unless you are unlucky, as above!).

The valve stem on a Lambretta fits through the hole in the rim half and points outwards when in place. Somewhat confusingly, the designer of the Vespa scooter has decided to point the valve across the rim halves utilising a cut-out in both the rim halves. This point needs to be emphasised, as it's quite possible to fit the Vespa tube in the Lambretta manner.

The talc on the tyre bead should now allow the rim half to be squarely pushed partially into position using hand pressure alone.



Similarly, line-up the opposite side rim half with its mating studs and push that inwards so the studs are facing over their complementary holes.

A little care must be exercised now, as it's quite possible to trap the tube between the rim flanges – hence the ploy of partially inflating the tube previously that should prevent this happening. Using finger pressure on the mating flanges, squeeze the studs through their opposite holes and run a nut onto the threaded end of the stud as it appears through to the opposite rim half (don't bother with washers at this stage). Continue this process so that all the studs have been fitted with a nut (**pic 5**).

THIS IS IMPORTANT...

Look between the gap in the rim halves to check that the tube has not been pinched between the flanges. If it has, very gently poke the tube back into the chamber of the tyre with, say, a small electrical screwdriver (the lubricating effect of the talc will help here). When satisfied that the tube is fully inside the chamber of the tyre, remove one nut at a time and fit the washers under the nuts before tightening the nuts as far as possible using finger pressure. Now a spanner or socket may be used to fully tighten the rim nuts.

NOW THE SATISFYING PART

Pump up the tyre to at least 30lbs per square inch pressure and watch the tyre push itself fully onto the rim beads. To check the tube is snugged down without twists or wrinkles, release the air from the tyre and pump the tube back up to the required pressure again. Job done (**pic 6**)!

DANGER – A WARNING

Never fit a Vespa-type tube to a Lambretta. You might get away with this on the back wheel position, but it can be a hazardous move to fit a wheel so equipped onto the front forks. The problem is that the Vespa valve stem can come into contact with the back of the fork pivot bolt when in use. This can cause sudden failure of the tube and will be life-threatening. People still persist in doing this, sadly, so the message is not out there in scooter land. Hospital food is not great – the author of this article knows from bitter experience. Please heed the warning and digest that instead!

Lambrettista



Fork link bush REPLACEMENT

If the front end of your Lambretta feels a little wobbly, then the fork link bushes could be excessively worn. John Betts shows you how to change them...

**PROBLEM
SOLVER**



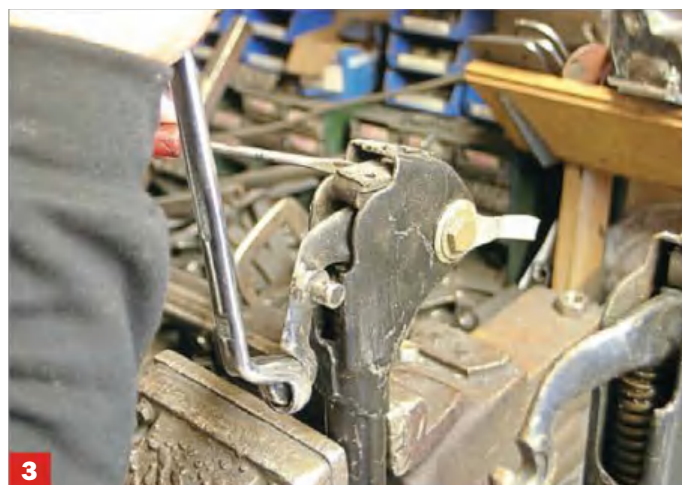
LEFT: Ideally, the forks should be removed from the scooter in order to remove the fork links and replace the bushes, but it is possible to do the job on the scooter. If the forks are removed, then place them securely in a vice ready for stripping.

PARTS AND TOOLS NEEDED

You'll need a fork spring compressor tool to complete this job on most scooters; these can be bought for around £20, or ask around to borrow a set. New bushes and shims can be bought from most scooter specialists from around £10 a set.



Before the links can be removed you'll need to take out the lower link buffer and there are two types, clip-in and bolt-in. If you have the bolt-in type then use a 10mm spanner or socket to undo the two bolts that secure them in place.



Then use a large ring spanner to compress the springs to allow you to withdraw the buffer. Pull down on the spanner to compress the spring and then lever the buffer out. Avoid using your fingers in case the spanner slips!



4

GP forks have a loose ball and if yours has this set-up then it's possible to lift the fork link and remove the ball and then slide the fork link out without using a compressor tool.



5

Clean the fork link bolts with a wire brush and then apply some WD40 or similar and leave for a short while before attempting to undo them using a pair of 19mm spanners or sockets. Repeat the process if they are unwilling to part company. Note our forks have been assembled incorrectly with the bolts in the wrong way and the shims on the outside!



6

With the bolt removed, you can then fit the compressor tool by sliding into position and then tightening the bolts into the holes where the link bolt has been removed. Take care not to screw the bolts in too far, as it will prevent the links from being removed.



7

When you're sure the tool is fitted correctly, pull down on the handle to compress the spring. This should leave you enough room to withdraw the link from the fork recess by simply pulling them out.



8

There should be a large shim on either side of the bush, but ours were missing. Withdraw the inner steel bush; ours were rather loose inside the plastic bush and practically fell out, so they were well past their best.



9

The outer plastic bush will need to be pressed out of the link. If you don't have a suitable drift, then use two sockets in a vice. One should be slightly narrower than the bush and the other slightly bigger. Then simply tighten the vice jaws to force the bush out.



10

A similar method can be used to push the new bush back in, using the vice to press them in; doing it this way ensures that the bush goes in square. We've found that cheaper bushes can be slightly oversized and a pain to fit, so use good quality bushes rather than trying to save a few pence!



11

With the outer bushes pressed in place, you can then press in the inner steel bush; apply plenty of grease to all parts on the assembly to try and prevent premature wear in use. You should be able to push the inner steel bush in by hand.



12

Apply plenty more grease to the bushes to hold the outer steel shims in place. These should be replaced if rusted and damaged; new ones are readily available including stainless steel items.



13

If you have non GP links without the loose ball, then you'll need to use the spring compressor once again to compress the spring enough to insert the link. Make sure that the securing bolts are not screwed in too far, as this will prevent the links going in properly.



14

Apply a little more grease to the outside of the shims and then slide the links into place. The grease and lip on the shims should prevent them from sliding off as the links are inserted. Push them in so that the hole in the link lines up with holes in the base of the forks.



15

Inspect the fork link bolts that were removed and if there are any signs of wear then replace them with new items. Liberally coat them with grease before inserting them into the forks. They should be pushed in from the outside so the nut is fitted on the inside of the forks.



16

If your scooter has a cable guide fitted, then this should be refitted before the nut and shake-proof washer is installed. This goes on the side of the forks where the brake mechanism is situated.



17

Use a pair of 19mm spanners or sockets to fully tighten the nut and bolt, and then repeat on the other side. Once fully assembled, wipe-off any excess grease to prevent contamination to the tyres.



18

Use a ring spanner once again on the links to pull them down against the fork springs and then carefully insert the buffers. Align the bolt holes as accurately as possible and then fit the two bolts along with shake proof washers. The clip-in buffers will need to be pushed into place.



19

Once both sides are completed that's all there is to it, and if the forks were removed from the bike it's now time to refit them, or simply refit the front wheel and off you go. If the bushes were badly worn, then you should see a considerable improvement in handling.



20

If you use new fork link bolts, take care as some of the cheaper ones have been made too long and can come into contact with the tyre valve - not something you really want to happen! The bolt will need to be trimmed with a hacksaw or similar before you attempt to ride your scooter.

SCOOTER CLUBS & MEETING PLACES



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www.veteranvespaclub.com
Veteran Vespa Club is the trading name of VVC (UK) Limited




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FOR FURTHER INFORMATION CONTACT
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AYRSHIRE

KILMARNOCK SCOOTER CLUB

Genuinely friendly club with regular runs and rallies attended. No matter what you ride you'll be welcome with us. Info: scottmontgomery17@btinternet.com

AVON

BRISTOL LAMBRETTA CLUB

Meet first Sunday of each month at Nova Scotia pub, Bristol BS1 6XJ from 11-4pm. All welcome. Email admin@bristolambretta.com or call Denbigh Mudge on 01275 371549 or Peter Billy on 0117 904 9876.

ESSEX

CHELMSFORD SC

Meet on the first and third Thursday of the month at The Bird in Hand pub, New Writtle Street, Chelmsford (near Essex County Cricket Ground) from 8.30pm onwards. Phone 07940 440773 or email ChelmsfordSC@aol.com for further info.

FLINTSHIRE

THE NORTHERN ACES SC

Based in Deeside on the North Wales border, we welcome all classic scooterists. Meet every Wednesday at the Castle Inn (Hendeys), Brook Road, Shotton, Flintshire CH5 1HL. Contact Rich 01244 823112 or Coaty 07872 953780.

GLOUCESTERSHIRE

GLOUCESTER & CHELTENHAM SC

Meet every Wednesday evening at the Aviator pub on Staverton Airport at 7pm for a weekly rideout, commencing at 7.30pm. All scooter riders welcome. Weekend rideouts to national rallies and local events. Info: Andy (07546 485534), Simon (07803 035549), or see Gloucester & Cheltenham SC Facebook page for details.

HAMPSHIRE

GRENADIERS SC

Always welcomes new members in the Farnborough/Camberley areas. Contact Andy on 01252 679546 (www.grenadiers-sc@virginmedia.com)

IN THE BLOOD SC

Based in Bordon, Hants, the club holds regular meets and events - all are welcome. Contact Biscuit on 07841 037579 for details.

ISLE OF MAN

ISLE OF MAN SC

Meet at The Cat with no Tail pub in Douglas and attend local events and rideouts twice a month. Contact John Kelly on 07624 465345 for info, or visit www.iomscooterclub.com

KENT

WHITFIELD WANDERERS

'Underground, all around'. Based in Whitfield, near Dover. All scooterists welcome whatever you ride. Visit www.thewandererssc.co.uk/ or email jshall71@sky.com for more info.

LANCS/CUMBRIA

MORECAMBE BAY SC

A newly-formed club, with the aim of doing rallies and rideouts as a group. Meet once a week in the Ranch House on Morecambe promenade west for a drink and a chat; it's a very friendly atmosphere, so why not come along and see for yourself? Meetings are Thursday nights at 7pm. Autos also welcome. Info: steve_hare@outlook.com

TROJAN SC

Covering Morecambe and surrounding areas. Meetings usually first Thursday of month. Website: www.trojan-sc.co.uk/index.html or contact via Twitter (@trojan_sc).

LINCOLNSHIRE

GENERATIONS SC

The club welcomes all makes of scooters and their riders. Visit our Facebook group at www.facebook.com/groups/1542685005972015/ for full details of our rideouts and events.

LONDON

BAR ITALIA SC, LONDON

Central London's classic scooter club meets Sunday nights from 6pm at Bar Italia (last Sunday of month during winter). Contact Nicky Bubbles 07912 868630 or Facebook 'Bar Italia Scooter Club'.

EAST LONDON & DISTRICT SC

For more info contact Nutty Paul via email (sirpaulconway@gmail.com), or phone 07904 349813/07561 569444.

FORESTERS SC, EAST LONDON/ESSEX

New members always welcome. Club meetings are held on Wednesday nights from 6.30pm onwards at The Horse and Well Pub, 566/568 High Road, Woodford Green, Essex IG8 0P5. Info: Martin 07957 663681 www.mik016.wix.com/foresterssc

NEW ORIGINALS SC

Classic scooter club in North London. Meet between April-Sept on the first Thursday of the month (weather permitting) from 7pm at The Starting Gate Pub, Station Road, Alexandra Palace, Wood Green N22 7SS. New members always welcome. Contact Brad on 07847 273230 or Martin on 07866 716399. Visit www.myspace.com/neworiginalssc

ROYAL BRITISH LEGION SC

Based in Enfield EN1, London. For more info contact Nutty Paul via email (sirpaulconway@gmail.com), or phone 07904 349813/07561 569444.

MERSEYSIDE

MERSEYSIDE LAMBRETTA CLUB

Back in Longmoor Lane, Liverpool, after a 40-year absence. Meets Mondays 7.30pm to 9pm at P J Oakleys, 132 Longmoor Lane L9 0EJ for light refreshments and cool beers. All welcome. Club T-shirts and scooter flags (as original) available soon. Info: 0151 521 6221/07846 728821 innocentisx200@btinternet.com

MIDLANDS

EMSA (EAST MIDLANDS SCOOTER ALLIANCE)

Looking after the interests of scooter clubs and individuals in the East Midlands. Email eastmidlandsscooteralliance@hotmail.com or search Facebook for 'East Midlands Scooter Alliance (EMSA)'

NORWICH

NORWICH SC

Meet first Monday of month from 7pm at The Fat Cat & Canary Pub, 101 Thorpe Road, Norwich NR1 1TR. Solo riders and other clubs are welcome; we look forward to seeing new scooterists and meeting their owners. Info: www.norwichsc.webs.com

NORTH WALES BORDERS

NORTHERN ACES SC

Deeside (North Wales border), we welcome all classic geared scooters. Meet Wednesdays at Tata Steel Sports & Social Club, Rowley's Drive, Shotton, Flintshire CH5 1PU. Contact Rich (01244 823112) or Coaty (07872 953780).

NOTTS

WORKSHOP MOD APPRECIATION SOCIETY

Meet Wednesday nights at The Sherwood Ranger, High Road, Carlton in Lindrick. Anyone is welcome to join them for a drink and a chat. Info: Al or Dave, 0754 124386, 07935 433454.

OXON

RED KITES SC (THAME)

Meet every Wednesday at The Falcon in Thame – everyone who comes along is made welcome. Contact via www.redkites-sc.co.uk/Sam Gee (07799 637629)/Serena (07920 056358)

SCOTLAND

A92 VESPA CLUB

Based in Tayside. We have an organised rideout starting from Dundee on the last Sunday of every month. Everyone welcome. Club secretary: Paul Hird, 07850 135618. Website www.a92vespaclub.proboards.com

KILMARNOCK SC

For rides, general scooter chat and get together, regular meetings and support for fellow scooterists, contact Colin Austin at kilmarnocksc@gmail.com/07967 152725/ Facebook: Kilmarnock Scooter Club

STAFFORDSHIRE

NORTH STAFFS JESTERS SC, LEEK

Meet every Thursday for local rideouts at The Cock, Derby St, Leek from 7.15pm onwards. Info: Steph – 07817 429616 / stefcallar@tiscali.co.uk/ www.jesterssc.co.uk/ Facebook

SUSSEX

THE LAST GREAT ACT OF DEFIANCE SC

Mod-related club that has roots in the Mod Revival era and still going strong. Based in Crawley, West Sussex and the surrounding areas. Lambretta and Vespa classic scooters with do's and events organised regularly. All welcome. Find 'Defiance Scooter Club' on Facebook & Twitter or visit the website.

WALES

SWANSEA SCOOTER SOCIETY

We primarily stage mod, ska and northern soul events in the Swansea and South West Wales region of the UK – so that people have a friendly place to go and can socialise with other like-minded individuals. Our meetings and rideouts usually take place on Saturdays and/or Sundays (weather permitting). Visit www.swanseascootersociety.co.uk

WARWICKSHIRE

ALL OR NOTHING SC

Meet the first Tuesday of the month at The Craftsman Arms, Beake Avenue, Coventry. Also the third Tuesday of the month at The Griffin, Coventry Road, Bedworth (B4113). Visit www.aonsc.co.uk for further information.

WEST MIDLANDS

PRE-73

Check out www.westmidlands.vintagescoterandmotorcyclemeet.webeden.co.uk for diary dates of pre 73 events.

NATIONAL CLUBS

LUNA OWNERS CLUB

Do you own a Lui, Vega or Cometa? If you do email Pete Davies at peted66@aol.com and send your machine details.

NEW UNTOUCHABLES

Twenty-first century modernism and Sixties Mod culture. Visit www.newuntouchables.com for more information.

VESPA CLUB OF BRITAIN

We invite all Vespa, Piaggio and Gilera scooter owners to come along and join us; also to become a member of the World Vespa Club through the Vespa Club of Britain. Info: www.vespaclubofbritain.co.uk/ (World Vespa Club website: www.vespaworldclub.com).

VETERAN VESPA CLUB

Catering for all classic Vespa enthusiasts around the UK. Website contact: www.veteranvespaclub.com Email contact: membership@veteranvespaclub.com

NATIONAL ORGANISATIONS

BSSO

The British Scooter Sports Association runs events throughout the UK for all scooters – automatic or classic, solo or sidecar. There are events for both off-road Scootacross events and high speed racing events at many of the UK's best known race circuits. Visit www.scooterracing.org.uk for more information.

HEINKEL CLUB

Heinkel Club – Tourist scooter help, advice wanted or given. Rallies, parts, magazines, etc. wanted. Website: www.heinkel-trojan-club.co.uk (01482 806405).

LML OWNERS CLUB, GB

Can be found at www.lmlcgb.co.uk Membership is a simple matter of registering at the Forums via the link on the front page.

THE VFM

An organisation of active scooterists dedicated to keeping scootering alive in the world. Email vfmclub2@aol.com or visit their website at www.vfmclub.co.uk for further information.

OVERSEAS CLUBS AUSTRALIA

COASTAL SCOOTER CLUB (CSCSRWA)

Based in Rockingham, Western Australia (south of Perth). A club for all scooters – old and modern, from 50cc upwards. Formed to cater for all scooterists south of the Swan River suburbs. Meet once a month and sometimes Sunday mornings at the Boat Ramp Café Safety Bay WA. All scooterists welcome. Club open to young and old male/female scooterists. Info: sistraker@hotmail.com or mobile: 0449770845.

LAMBRETTA CLUB OF AUSTRALIA

Australia's official and internationally recognised Lambretta Club, with members from every state and territory. Benefits include club vendor scheme, quarterly newsletter, internet forum and Lambretta advice. Visit www.lambrettaclubaustralia.com or contact club secretary Steve Bardsley on 0409 848 428 or via email at: okeh1@bigpond.com

MALLORCA

XAPILLES SCOOTER CLUB

(Formerly Rutters SC). Based in Mallorca, the club has many different scooters from all over Spain and beyond. Our membership welcomes you with open arms offering things such as mechanical or technical advice (or just to come along for the stunningly beautiful rideouts). Call Paul on 00 34699 852703 (English speaking).

MELBOURNE CRUSADERS SCOOTER CLUB

Melbourne's largest and most active scooter club. Regular fortnightly meetings at Pugg Mahones Irish Pub in Carlton and a rideout on the third Sunday of every month. Visit www.melbournecrusaders.org or contact Steve on 0409 848 428 or via email: okeh1@bigpond.com

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Or at 11 Ivanhoe Ave, Lewton-St-Lukes, Warrington WA3 2HX
Or visit the club website at www.vmsc.co.uk



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CLUB PROFILE



Sleaford All-Knighters

With 118 members and around 30 active scooterists (both male and female), The Sleaford All-Knighters meet at The Jolly Scotchman in Sleaford every Wednesday evening from 1830hrs. It also has weekend rideouts.

The club was formed for all types of scooters and scooterists; its members help and support each other with scooter-related problems. They also do a lot of fund-raising for different charities. Contact robcastle3@btinternet.com for info.

Advertise your club meeting here free of charge! (Entries guaranteed for two issues only – after that, please send an update). Email mauspencer@classicscoterist.com



Ask yourself, just what are you?

It's possible you're reading this in the dentist's waiting room, trying to take your mind off the inevitable pain that's heading your way very shortly.

More likely though, you've bought this mag because you consider yourself a genuine classic scooterist – and we all know what that means. You live the dream of those fascinating machines from what now seems long ago, whether as a rider, an owner, a collector, a mechanical guru, a style aficionado, or simply a bitter hopeful, eaten up with jealousy because you can't find (or can't afford) what you really want.

But what actually is a classic scooter? Anything that was around in the 1950s or 1960s, plus a bit of a blip into the early 1970s? Hmm, I'm not so sure.

Let's see what the classic car fraternity think. Some marques and models are obvious, but what about the guy with the 1970s Saab with a two-stroke engine? Or the bloke proudly telling everyone he's got a classic car in his garage – an Austin Allegro 'with not as much rust as you'd expect'. A classic? I hardly think so – unless you're thinking of its bizarre square steering wheel that looks like it was designed for drivers who were Daleks.

What is a classic is very much in the eye of the beholder, and today's run-of-the-mill transport is tomorrow's collector's piece. Of the 50-or-so scooters I've owned, some were instant classics (no prizes for guessing which Lambrettas and Vespas I'm talking about); others, most firmly, were not. But the passage of time has now made them quaint, desirable,

comparatively valuable and (even, I have to admit), quite attractive.

I was fascinated by the tale on TV I saw a while back of an American biker who'd restored an old 1930s Indian motorcycle. Big money was involved, and he'd got it back to the condition it was in the day it left the factory in, I believe, Springfield, Massachusetts. But after replacing, reconditioning and renewing everything, it just wouldn't start. Nothing he did over the next two years ever made it fire up. Sadly, the programme ended at this point, and I never knew the outcome.

I had a similar experience with a rough old Vespa GS150. Actually, 'similar' is not quite true; I bought a battered old bike that hadn't run for ages. I cleaned it up and checked it was sparking (very well, as it happens), but it just wouldn't start. I changed the plug, coil, HT lead, points, and everything else in between, but still no joy.

Eventually, smarting with embarrassment, I pushed it to an old-fashioned motorcycle dealer. You know the sort of place – a mucky old lock-up on the side of the house, oily grime everywhere, dirty black fingernails, the overpowering smell of petrol, and a grubby roll-up hanging out the side of the mouth of the owner.

He gave me the usual "you one of them Nancy-boy Mods then?" looks, but agreed to check it for me. I got back home, and the phone was already ringing. He'd got it going

simply by draining the tank and replacing the old petrol that was sloshing around inside. He didn't really want anything, but I gave him a couple of quid anyway, to hide my embarrassment.

This wasn't the only time I'd been caught out by a petrol problem. Flashback to 1968; I was using a pretty reliable LD150 to get to school. Reliable, that is, until I came out after the 4pm bell one afternoon and it wouldn't start. No reason, it was just completely dead. Eventually, I was obliged to push it home; this was about four miles (it seemed like 40) and uphill for what seemed to be most of the way.

Checking it the next day, I discovered the petrol tap was turned off (I'd always left it on). The bike started first or second kick once the fuel got through again. A classmate eventually confessed. He'd taken my LD from the students' car park in the dinner hour for a quick ride, but without telling me (no steering locks with this early model) and when he arrived back, he turned the tap off, automatically.

I've spent the last 47 years thinking up ways of getting revenge. I'm still working on it. It was a despicable act for someone I regarded as a friend. I'd name him here and now, but I can't, mainly because he's a regular writer for this magazine. Let's just say that you know who you are, and one day I will settle the score.

Dick Smith

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- of adverts we receive, we are unable to take telephone calls should an error occur. You are welcome to resubmit your corrected advert for inclusion in the next available issue.
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MONTH CODE



BAJAJ CHETAK 125

1996, look like Vespa rally, MoT, owned 8 yrs now, 2,300 miles, Vespa forks, bodywork has a few holes and scrapes, £650. Tel. 07832 239714. Hackney.



GP 125

GP import, 1969, 125DL, matching frame nos, MoT Jan 16, starts and runs well, reg in UK during August 2000, £3650. Tel. 07796 715708. Stoke-on-Trent.



HONDA SH125

2014, only one owner, well maintained, good clean condition, 2014 reg, 8,053 miles, met black finish, £1725. Tel. 07512 252728.



HONDA SPACE

1986, 125cc, only bought this year and was going to restore, 43,000 miles, £600. Tel. 07832 239714.



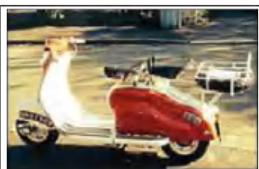
LAMBRETTA

Series 3, 225 TS1, complete rebuild by Andy Francis, 35mm Mikuni carb, mint, v quick and reliable, £4250. Tel. 07860 969340.



LAMBRETTA GP225

Cam Lam touring build, Monza 225, MoT June, less than 1000 miles since rebuild, £3750. Tel. 01733 575898. Cambs.



LAMBRETTA LD150

1957, restored 5 years ago done few rallies won best scooter at Mallin head rally in Ireland, very reliable scooter. Tel. 01625 874019.



LAMBRETTA LDA150

1957 model with an electric start, v rare model, only 360 ever made, recently recommissioned to its original charm, t&t exempt, £3695. Tel. 07771 982695.



LAMBRETTA LI150

(200) Series 2, Watsonian Bambini Sidecar, 1960, GP200 engine, e/ign, less than 500 miles since engine rebuild, MoT, £5500 ono. Tel. 07939 561689.



LAMBRETTA LI150

Silver Special, restored about eight years ago lots of new parts fitted in last three years a lot of rechroming done, new tyres new headlight. Tel. 01625 874019.



LAMBRETTA LY150

LI Series 2, dark wine red, good working condition, comes with LCGB dating letter & NOVA, Dupont paint & all orig parts. Tel. 07483 374855. Northampton (t)



LAMBRETTA SX150

1967, RB20, veiwimg welcome, £4500. Tel. 07850 341854. N Yorks.



LAMBRETTA TV175

Series 1, no expense spared restoration, ready to ride or show, £12,500. Email: greyclark72@aol.com for info.



LAMBRETTA TV175

Award winning Series 2, 1961, Phil Rudkin restored since up-dated, beautiful, fashion magazine featured, MoT, £6500. Tel. 01255 675947. Essex.



LDA 150

1957 model, e/start, only 360 made, recently recommissioned, MoT and tax exempt, serviced with new batteries, £3695. Tel. 07771 982695.



LML STAR 150

with Squire sidecar (s/h), 4-stroke geared LML c/w 2 yrs' warranty, Watsonian Squire sidecar, brown leather seats, £4550. Tel. 01472 500050.



TS1 LAMBRETTA

S3 225 TS1, rebuild by Andy Francis, 35 mm Mikuni carb, Schwabe Whitewall tyres, no faults, mint, £4250. Tel. 07860 969340. Cambs.



TV 175 S1

Early TV1, from Italy, brought to Germany in 1987, frame straight and solid, engine complete except exhaust, £4500 ono. Tel. 00 491 767 6783277. Germany.



VESPA

Primavera 50cc, 2014, only 150 miles therefore as new, Vespa rear folding rack & flyscreen, £2500. Tel. 07944 538625.



VESPA

125cc, 2013, unused, delivery miles only, show cond c/w Vespa cover, medium male armoured Vespa jacket inc, £2700. Tel. 07413 576578.



VESPA 100 SPORT

135 Polini, sip tubeless rims, adj levers, very fast, reliable, genuine low original miles, dyno reading 70 mph, £2500. Tel. 07436 004100. Oxfordshire.



VESPA 125

S, black, immaculate condition, 299km, wind visor, luggage rack, £2100. Tel. 01312 580120.



VESPA 250 GTS

Owned from new with full Ron Daley s/h, new Kevlar belt, tyres and exhaust, wheels/side casing p/coated, £1500. Tel. 07791 148245. Barnsley.



VESPA GTS125

IE, 2011, low mileage, good cond, MoT, heated h/bars, front chrome luggage rack, rear top box and Oxford lock and key, £2300. Tel. 01162 709116.



VESPA LML

2010, 125 Star Delux Plus, low mileage, real mods bike, full spec, 2 spare wheels, £2700. ovno. Tel. 01205 821763. Lincs.



VESPA P200

Cut down, centre tank, brand new Sip tubeless and new tyres, new shocks front/rear, Taffspeed exhaust, £1150. Tel. 07814 188777. Lancs.



VESPA PX 200

Disc, 2000 plate, approx 3029 miles, MoT & service undertaken in July 2015, £2500. Tel. 07795 446592. Somerset



VESPA PX125

1800 miles only, 6 mths' MoT, as new condition, kept indoors, extras, back rest, fly screen, bumper bar and a few chrome bits, £2300. Tel. 07729 901641.



VESPA T5

S reg, nine months MoT, recent service, Sip alloy rims, Sip digital speedo, front rack, rear rack, lights, Sports exhaust, £2450. Tel. 07801 109685. Kent



VESPA VBA 150

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DOUGLAS VESPA SPORTIQUE British built, 'Grand Tourer' Special Edition, 1965, C reg (one of only two known complete survivors), sympathetically restored to preserve patina, in storage at present but will run with fresh juice! No MoT but should pass no problem, £3500. Tel. 07749 776221. Sussex.

FORKS AND ENGINE new pair of PM Tuning Scomid steel Jet 200 forks bought in error. Sprayed Lambretta Blanc Nouveau, but never fitted to frame, £100 no offers, plus postage. Tel. 07771 957012. S Wales.

GP 200 1969 Indian model, exc cond, complete rebuild on engine just been run-in, tangerine orange, reluctant sale, £2500. Tel. 07753 582655. Merseyside.

GTS 250 silver, unmarked condition, MoT, sports and standard exhaust, 22000km, £1500. Tel. 07887 618250. Leics.

LAMBRETTA TV200 all correct nos, well known scooter with £££'s spent over 15 yrs ownership, MoT, all fluids replaced, 4x Conti Whitewalls, Falco foot extensions and loads of extras, £7995. Tel. 0741 006816. B'ham.

LAMBRETTA LI150 Golden Special, reg as 125, Monza 225 kit, BJM shocks on front half, vinyl wrap, £3800. Tel. 07792 976650. Redcar.

LAMBRETTA L1/TV PARTS for sale, S2, side panel, two new Escort front shocks, small inner front mudguard, 125 engine case, S2 headset bottom, S3 Lambretta side panel, badges new, other parts as well. Tel. 01268 696803; 07950 665190. Essex.

LAMBRETTA SX150 scooter was a part of the Nigel Cox collection and displayed in the museum at WSM, fitted with £1000 of period extras, MoT and V5 in my name. Please note: engine needs attention, will consider a swap/p/x deal - no Indian scooters will be considered. £5500. Tel. 07962 344296. York.

LAMBRETTA SX150 1967, Italian, RB20 con-version carried out by Rayspeed, not yet run in, won Bridlington Best S3 in 2011, apple green, bought from Armandos as a barn find and fully restored, RB kit is built in a Spanish engine case (orig engine case is part of the sale). £4500. Tel. 07850 341854. Scarborough.

LAMBRETTA SX200 bought new from Crescent M/cycles, Bournemouth, in May 1967, purchased from the Lambretta Museum in WSM, documented evidence provided, matching engine and frame nos, restored using NOS parts, £9500. Tel. 07962 344296. Yorks.

TV175 S3 white and dark met blue, MoT, authentic engine/frame nos, age related no plate, back spare wheel rack, sports exhaust, two seats, Datag security system, happy to throw in some extras, imported to UK in 2000, £4200. Tel. 01273 413342. Brighton.

LI 150 SERIES 2 Indian style, good clean machine, new seats, tyres, etc 110 miles since engine rebuild, all paperwork together ready to ride, £2750. Tel. 07976 779368. E Devon.

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LAMBRETTA. Minimum engine size 150cc; Li or Special preferred. Up to £3000. Tel. 07540 409669.

PX 125 with DR180 kit, 25mm carb and SIP exhaust, great runner, genuine 12,000 km from new, MoT Mar 16, Florida, bars, 4-in-1 rack/backrest, front crash bars, front rack, 3x spot lights, 12 mirrors on stems, mudguard chrome, Jaguar on the front mudguard, flyscreen and much more, £2000. Tel. 07910 484978. Ludgershall/Andover.

PX125 2008 model, 0 mileage! New - never been on the road! White with black saddle. Vespa is in the Midlands - I'm in Sweden, £2350. Tel. +46-431-70462 eves. Sweden. ofog@home.se

VESPA 125S 1961, electric blue, fully restored 2 years ago, driven occasionally on sunny weekends in London, just run-in (500km), vgc, parked indoors, £3500. Tel. 07921 106623. London WC1.

VESPA GTS 125IE 2013, good condition, 13,780 miles, genuine reason for sale, £2200. Tel. 07957 833910. London.

VESPA LX 125 3v, black, one owner, full s/h, MoT due in Dec 2016 (brand-new in 2013), lady owner, 2 keys, 3,844km (2388 miles), good condition, pleasure to ride, in Kentish Town, £2500 offers. Tel. 07973 128395. London NW5.

VESPA OR LAMBRETTA PROJECT, not too bothered about condition or parts missing. Can collect. Tel or text 07794 684015.

VESPA PK 50 XL2, 2001, Y reg, MoT June 2016, low miles, lots of new parts, £1095. Tel. 07788 872874. Corby NN17.

VESPA 250 GTS 06 plate, bought earlier this year, used all summer, very economical, excellent condition, photos on request, £2200. Tel. 07718 408052. Cheshire, near M6.

VESPA PX150 red, 1982, new carb/clutch cable, etc, serviced and runs perfect, three owners from new, 21k miles, solid body, great scooter, £1750. Tel. 07581 041056. Croydon, Surrey.

VESPA PX200E example of the last 200 engine PX to be made, Baccarat original paint, hardly a mark on the scooter, 03 plate, SIP chrome road pipe exhaust, MoT July 2016. Offers around £2250. Tel. 07917 203071. Newbury.

VESPA VBB 150 1964, fully registered, age-related plate, solid panels, great straight vintage scooter, engine rebuilt with new seals, bearings and lots of other new parts, tyres exhaust, cables etc, £1500. Tel. 07547 388536. Hartlepool.

Parts for sale

PX newly powder coated wheel rims, silver, like new, never been used since powder coated, £30. Tel. 07979 632243; 01226 297643.

FORKS AND ENGINE from Vespa VBB, complete, from used scooter, inc 8" wheel, just mudguard missing, £25; also running engine, c/w exhaust and rear wheel, 8", 150cc, removed from the same scooter; although engine runs well and starts easy, it will need the oil seals replacing, £45. Tel. 01132 164731. Leeds.

JL4 EXHAUST done about 700 miles, perfect condition, as new, c/w TS1 and standard manifolds, swap for BGM Ancilotti, maybe with small cash adj in your favour. Tel. 07922 643022. Littleborough, Lancs.

VESPA PX FORKS Mk 1 T5 pattern seat, £40; T5 26mm space carb, £35 plus p&p. £80. Tel. 0131 653 0552. Lothian.

FLORIDA BARS PX Faco, as new condition, £50; Sito plus exhaust to fit 125 PX, £60; both items in as new condition. Cash on collection only. Tel. 07979 632243; 01226.297643. Barnsley.

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Miscellaneous

CONTACTS WANTED. I live in Malta and I'm a Lambretta mechanic who would like to hear from anybody with a Lambretta - even clubs too. My phone numbers are 356 21689035 (home) or 356 99893708 (mobile). Alternatively, you can write to me: Tony Spiteri, 12 Alpen Rose, Dun Gest Muscat St, Zurrieq. Malta.

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If you own a Lambretta, you'll be aware of JetSet magazine, whether you happen to be a member of the LCGB or not. But as far as dedicated Lambretta magazines go, you can't get any earlier than *Notiziario Lambretta*, which was first published by the Innocenti organisation in 1949, with it being sent out to all Lambretta dealers.

The magazine's content covered various Lambretta-related subjects from news and events, through to new model information. To appeal to a wider audience, *Notiziario Lambretta* was printed in a variety of different languages including Italian, English, French and German.

In the UK the Lambretta Concessionaires had their own take on it – the *Lambretta Leader* – which went out via the Concessionaires' own dealer network. While *Notiziario Lambretta* published in a small colour magazine format, the *Lambretta Leader* adopted a more monotone tabloid newspaper approach. It could (and would) be argued by some, that this gave it the feeling of being an inferior product.

But the Concessionaires also had another trick up their sleeve and this came in the form of monthly information sheets. Most of these were aimed at individual Lambretta dealers, providing them with a variety of information on up-and-coming new models, competitions, parts availability, as well as issuing guidelines on servicing times, costs, etc.



Of course, none of these publications survive in the same formats today, but they do provide us with an interesting insight into the past history of the Innocenti mark.

Words: Mau

Images: Gavin Frankland



ABOVE: Monthly info sheets kept Lambretta agents up to date

TOP: A magazine-style approach for *Notiziario Lambretta*

LEFT: The Concessionaires' *Lambretta Leader* took a tabloid approach

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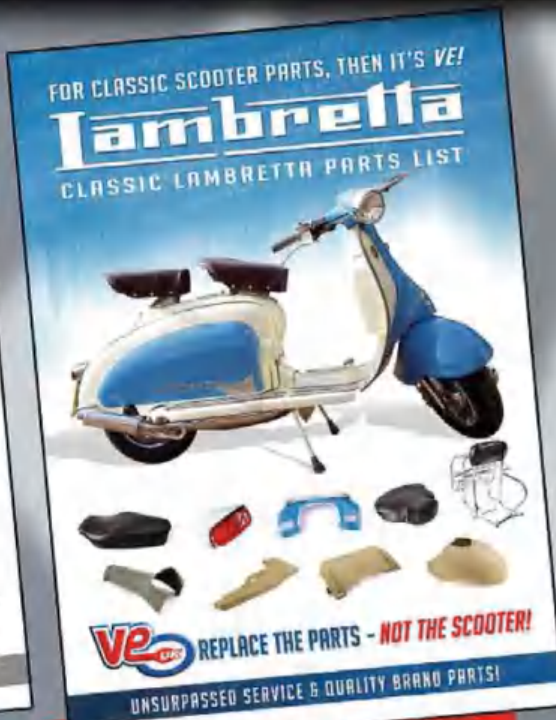


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